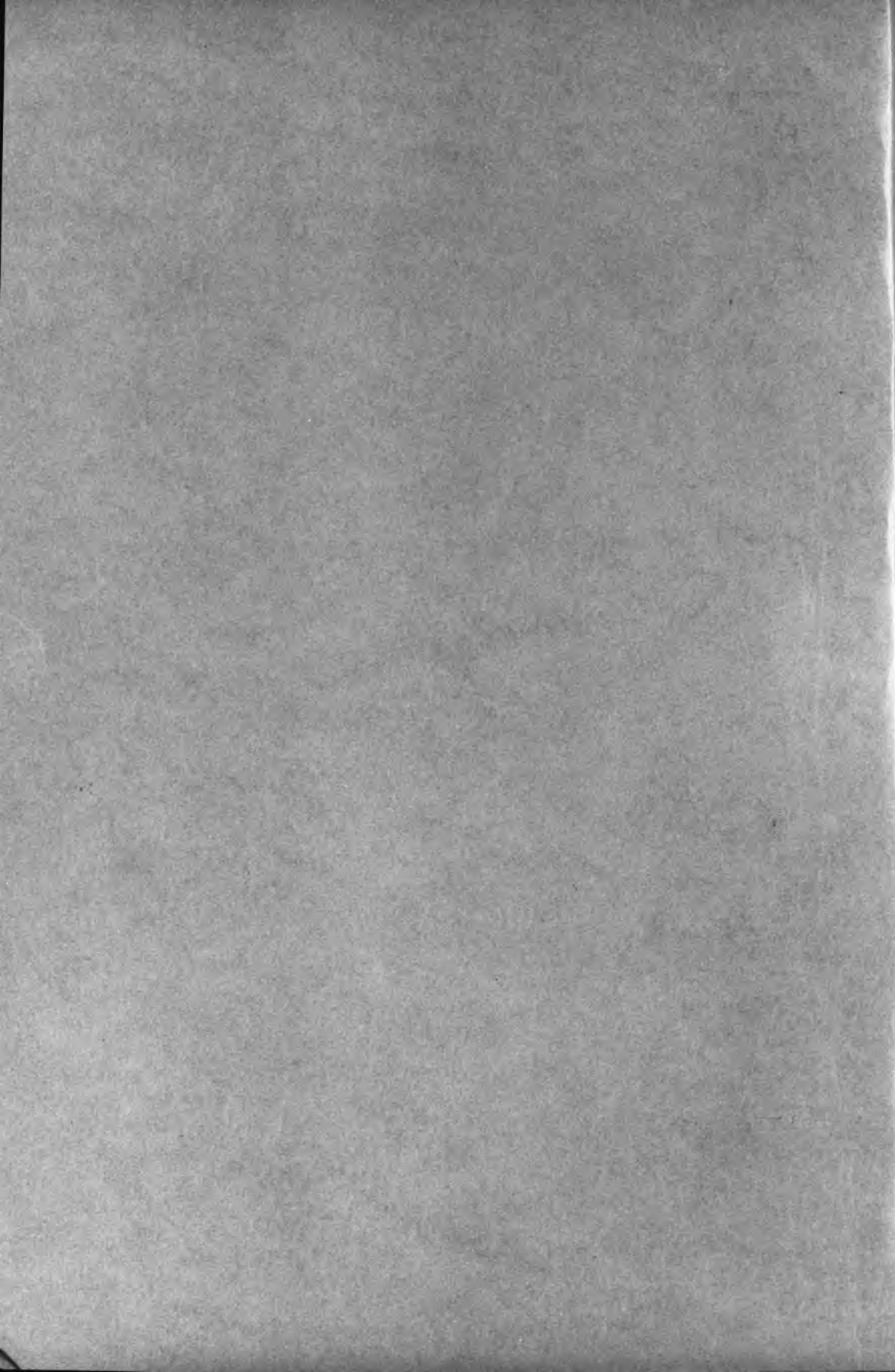


FOURTEENTH
BIENNIAL REPORT
OF THE
STATE ROAD DEPARTMENT
OF THE
STATE OF FLORIDA



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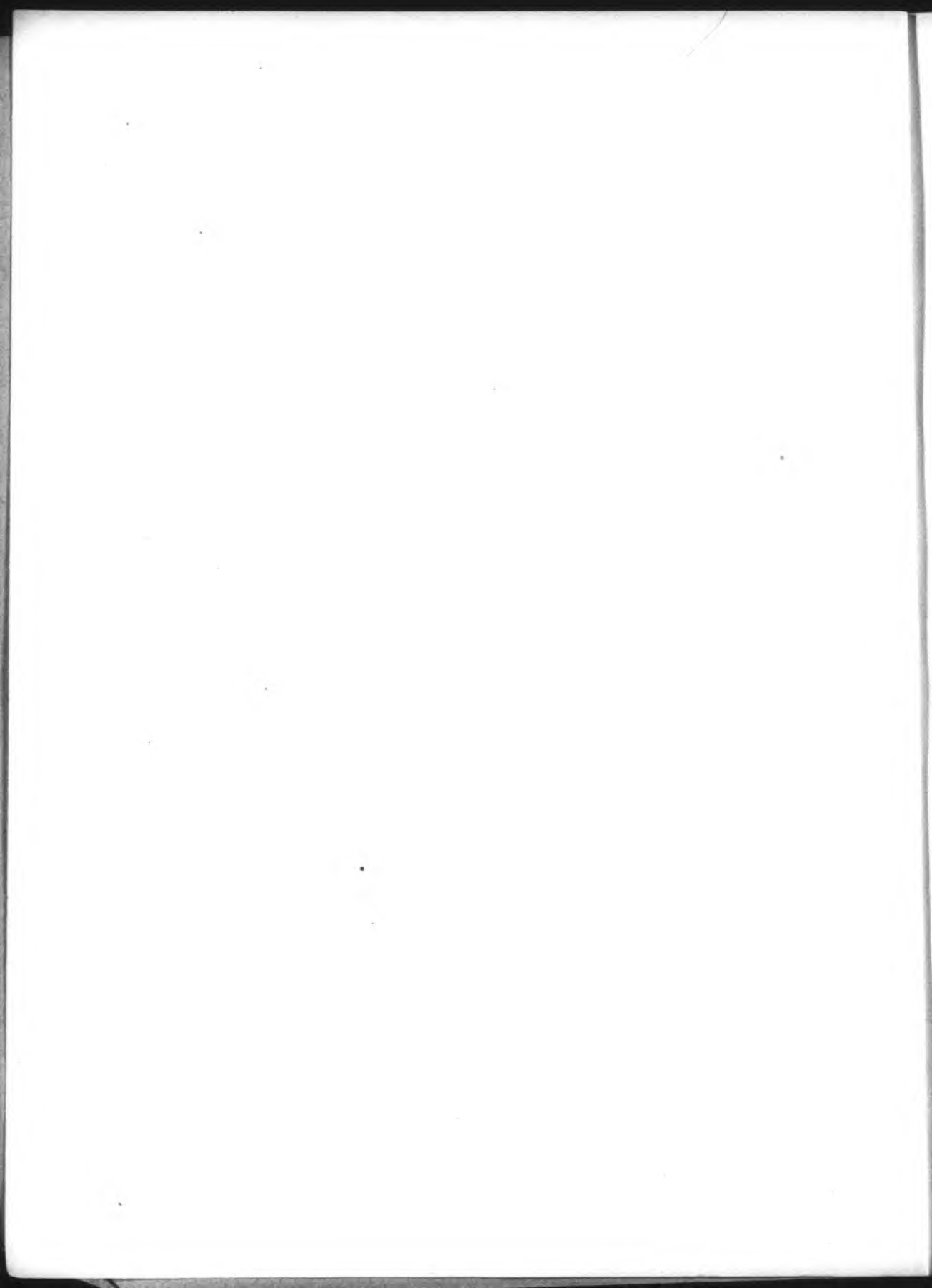
FOR THE PERIOD
BEGINNING JANUARY 1, 1941
AND
ENDING DECEMBER 31, 1942



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THIS VOLUME IS DEDICATED

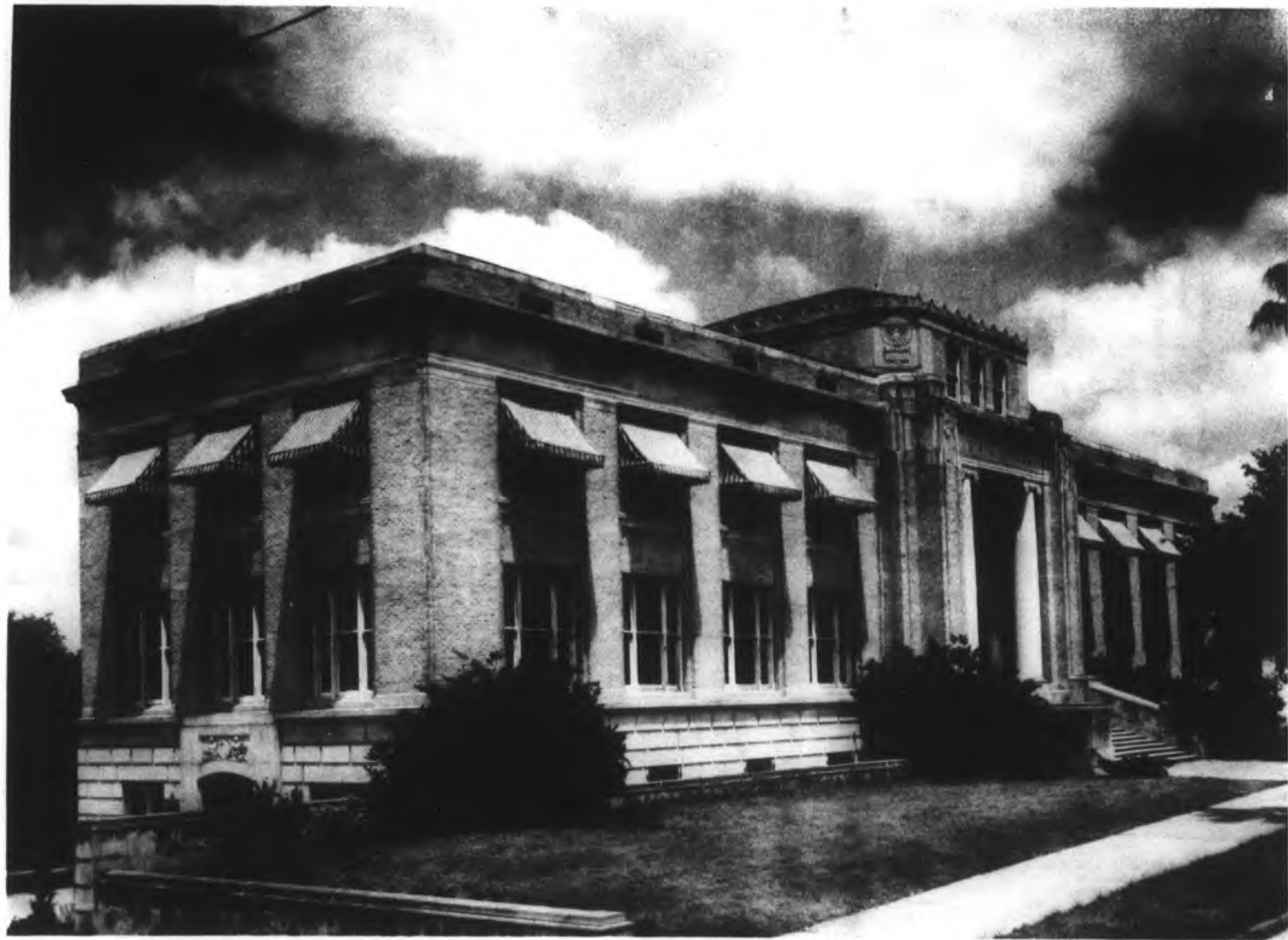
TO EMPLOYEES OF THE DEPARTMENT
WHO HAVE ENTERED THE SERVICE OF
OUR COUNTRY, SOME OF WHOM HAVE
ALREADY PAID THE SUPREME SAC-
RIFICE. THROUGH THEM AND WHAT
THEY TYPIFY MAY WE ALL STRIVE
TO ESTABLISH FREEDOM OF SPEECH,
AND FREEDOM FROM OPPRESSION,
FEAR, AND WANT.

FOREWORD

To many of those who in the past have used the biennial report as a reference manual, the present issue 1941-1942 may prove a distinct disappointment. Many of the detailed tables and much illustrative matter have been omitted. On the other hand, we have tried to present an adequate record of the changing conditions wrought by the WAR and of the Department's efforts and accomplishments, by expanding the narrative treatment and retaining the summary tables.

The 'streamlining' of the manual was dictated primarily by principles of economy and only incidentally by the desire to provide a report more suited to the layman than to the technician. Economy has been achieved not only by reducing the size of the report, but also by publishing it entirely with the Department personnel and reproduction equipment.

The detail tabulations previously incorporated in the biennial report will of course be maintained as operating records of the Department and will be available to technical and administrative employees who have need of them.

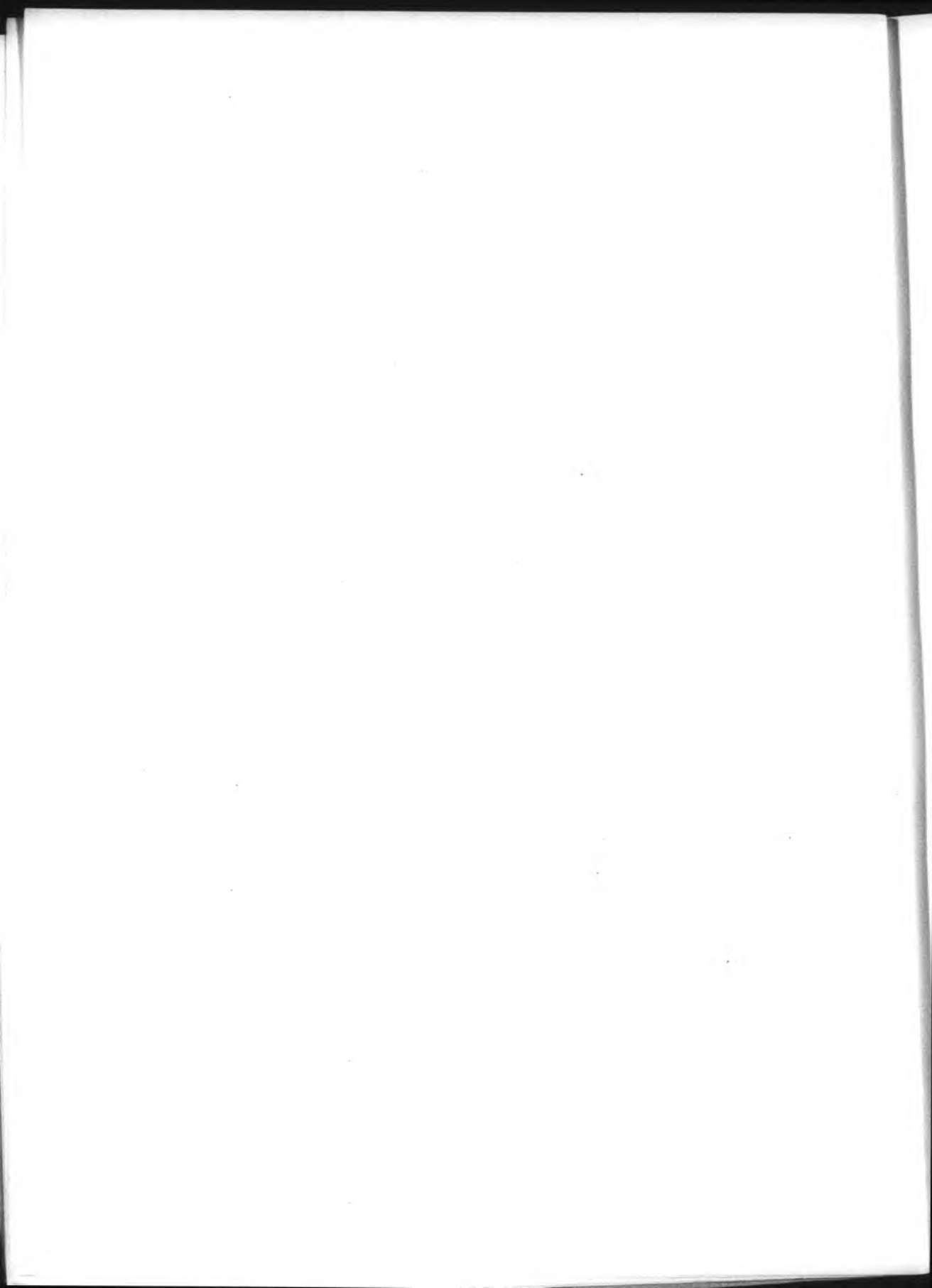


MARTIN BUILDING—TALLAHASSEE



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FLORIDA STATE ROAD DEPARTMENT

THOMAS A. JOHNSON, <i>Chairman</i>	TALLAHASSEE
JACK F. TOWNSEND, SR., <i>Member</i>	LAKE WALES
JAMES R. STOCKTON, <i>Member</i>	JACKSONVILLE
O. G. LINDSEY, <i>Member</i>	MIAMI
C. FRED WARD, <i>Member</i>	WINTER PARK
H. H. BASKIN, <i>Secretary</i>	TALLAHASSEE

ADMINISTRATIVE PERSONNEL

R. J. WATERSTON, JR., <i>Auditor</i>	TALLAHASSEE
T. M. SHACKLEFORD, JR., <i>Attorney</i>	TALLAHASSEE
RICHARD W. ERVIN, JR., <i>Assistant Attorney</i>	TALLAHASSEE
GEO. T. SHANNON, <i>Assistant Attorney</i>	TAMPA

J. H. DOWLING, <i>State Highway Engineer</i>	TALLAHASSEE
L. K. CANNON, <i>Assistant State Highway Engineer</i>	TALLAHASSEE
E. C. DEGARMO, <i>Assistant State Highway Engineer</i>	TALLAHASSEE
W. A. KRATZERT, <i>Maintenance</i>	TALLAHASSEE
E. S. FRASER, <i>Bridges</i>	TALLAHASSEE
C. P. DATSON, <i>Plans and Surveys</i>	TALLAHASSEE
H. C. WEATHERS, <i>Tests</i>	GAINESVILLE
W. M. PARKER, <i>Research and Records</i>	TALLAHASSEE
C. J. DECAMPS, <i>Right-of-Ways</i>	TALLAHASSEE
FRANK E. HARRISON, <i>Traffic Manager</i>	TALLAHASSEE
WM. L. HILL, <i>Outdoor Advertising</i>	TALLAHASSEE

J. W. ALLEN, <i>Division Engineer, First Division</i>	BARTOW
JOHN R. SLADE, <i>Division Engineer, Second Division</i>	LAKE CITY
JAS. A. WINFIELD, <i>Assistant, Second Division</i>	LAKE CITY
H. H. MCCALLUM, <i>Division Engineer, Third Division</i>	CHIPLEY
J. P. HERNDON, <i>Assistant, Third Division</i>	CHIPLEY
N. S. EMERY, <i>Division Engineer, Fourth Division</i>	FT. LAUDERDALE
W. D. LEVEILLE, <i>Division Engineer, Fifth Division</i>	DELAND

FEDERAL WORKS AGENCY

PUBLIC ROADS ADMINISTRATION

CHAS. D. SNEAD, <i>District Engineer</i>	MONTGOMERY, ALA.
R. B. SMITH, SR., <i>Highway Engineer</i>	TALLAHASSEE
GUY L. SMITH, <i>Highway Engineer</i>	TALLAHASSEE
L. W. STEWART, <i>Highway Engineer</i>	TALLAHASSEE
W. N. RYERSON, <i>Associate Engineer</i>	TALLAHASSEE
E. L. BROWNE, <i>Associate Highway Economist</i>	TALLAHASSEE

LETTER OF TRANSMITTAL

March 1, 1943

Hon. Spessard L. Holland, Governor
Tallahassee, Florida

Dear Governor:

In compliance with the requirements of the Statutes, I submit herewith the Fourteenth Biennial Report, covering the work of the State Road Department during the calendar years 1941 and 1942.

Details of the activities are given under the general headings of the State Highway Engineer's Report, the Auditor's Report and the reports of the several Departments. As was the case during the five previous bienniums the bulk of construction work during the past biennium was financed with funds allocated by the Federal Government. State funds were used principally for maintenance and betterment work, reconstruction, and the work on which convicts are employed.

The mileage of roads being maintained has now reached a total of 8,302.5 miles.

The budget, showing the proposed construction, maintenance and betterment work for the year 1943 is being submitted separately.

Very truly yours
(Signed) THOMAS A. JOHNSON
Chairman

ORGANIZATION

The State Road Department was created by an Act of the Legislature and organized in accordance therewith in October, 1915. The five members of the Department are appointed by the Governor, one from each Congressional District. The first appointments were for one, two, three and four years, in order that the terms would not be concurrent, and so as to provide continuity in the Department. The Board meets quarterly to conduct the affairs of the Department, and at such other times at the call of the Chairman as he may deem necessary. At the first quarterly meeting of the year the Board elects one of its members as Chairman, and he is the Chief Executive Officer and is on duty at all times with official residence in Tallahassee. The Department elects a Secretary, a Chief Engineer and such other assistants as they deem necessary in carrying on the work of the Department. The personnel list contained herein will give the general set-up for the operation of the Department.

For the purpose of carrying on the work of the Department the State is divided into five districts called divisions. The areas of these divisions coincide with the five Congressional Districts.

Following is a list of the counties comprising each division.

Division 1	Division 2	Division 3	Division 4	Division 5
Charlotte	Alachua	Bay	Broward	Brevard
DeSoto	Baker	Calhoun	Collier	Citrus
Glades	Bradford	Escambia	Dade	Flagler
Hardee	Clay	Franklin	Indian River	Lake
Hendry	Columbia	Gadsden	Martin	Marion
Hernando	Dixie	Gulf	Monroe	Orange
Highlands	Duval	Holmes	Okeechobee	Osceola
Hillsborough	Gilchrist	Jackson	Palm Beach	Putnam
Lee	Hamilton	Jefferson	St. Lucie	St. Johns
Manatee	Lafayette	Leon		Seminole
Pasco	Levy	Liberty		Sumter
Pinellas	Madison	Okaloosa		Volusia
Polk	Nassau	Santa Rosa		
Sarasota	Suwannee	Wakulla		
	Taylor	Walton		
	Union	Washington		

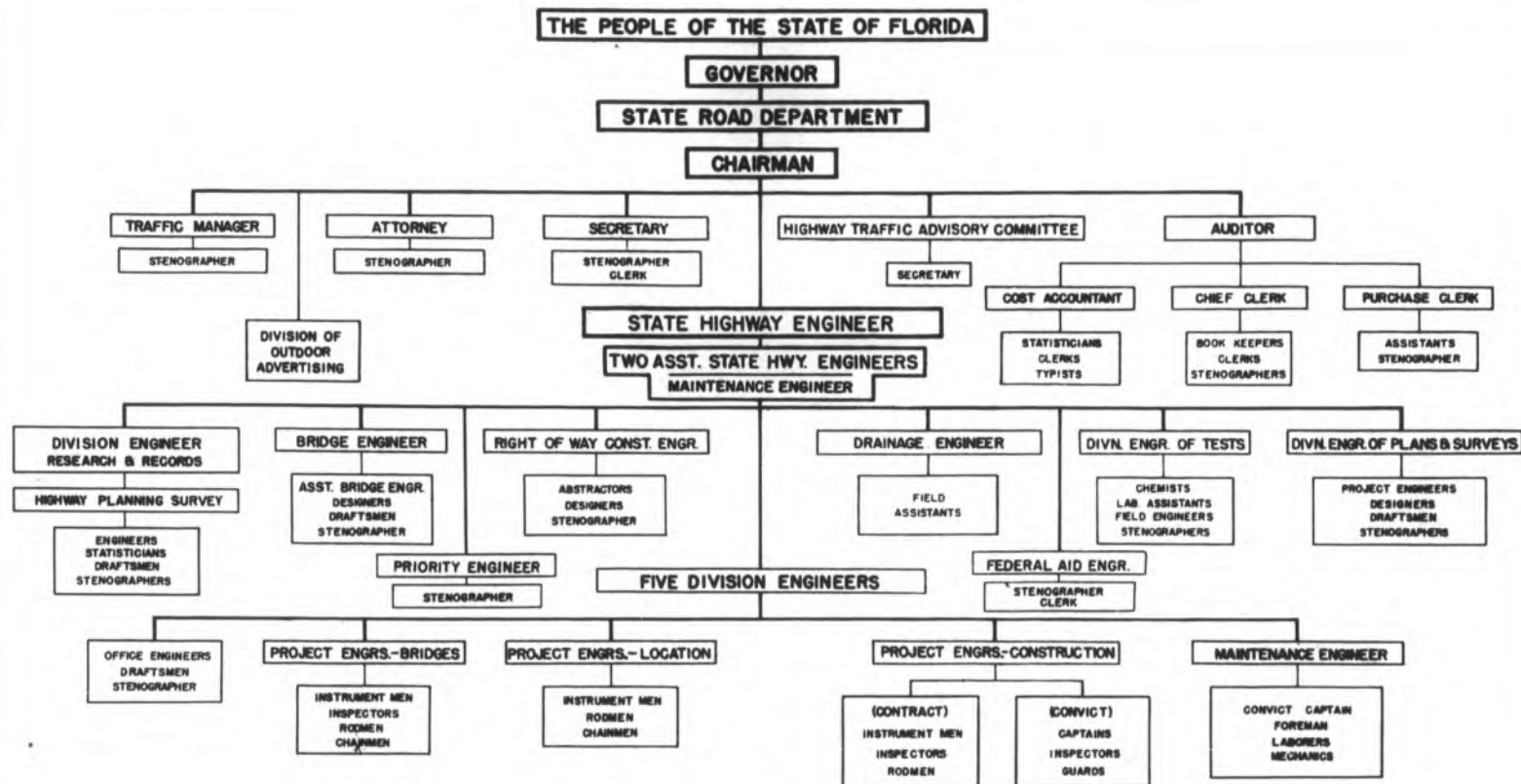


CHART
SHOWING ORGANIZATION OF
STATE ROAD DEPARTMENT
1943

REPORT BY THE CHAIRMAN

At the beginning of this biennium in January 1941, two things were uppermost in the minds of those interested in the Department and Highway affairs throughout the State. The first was the old problem of an adequate program to finance the county highway bonded indebtedness and at the same time to provide funds for current highway needs. The second was the prospect of war, and the conditioning for war.

FINANCING STATE HIGHWAYS AND PAYING COUNTY BONDS

Due to the able guidance of our newly inaugurated Governor, the exhaustive investigations, studies and analyses by the tax groups and interested agencies, the cooperation of the County Commissioners Association and the support of the Legislature, we have achieved in this period a program assuring sound highway financing and guaranteeing payment of county road bonds without ad valorem levies. This program is founded on an amendment to Article IX of the Constitution, adopted by the people in the General Election of November 3, 1942, which allocated 2¢ per gallon gasoline taxes for 50 years to the payment of the county and bridge bonds. Under this program the remaining 4¢ per gallon of the regular 6¢ gasoline tax is allocated to the Road Department and this, in normal times, will go far toward financing long overdue improvements to the State Maintained Road System.

A secondary feature of the program proposed by the Governor and adopted by the Legislature was the enactment of a law requiring the Department to maintain, improve and construct municipal connecting links to State Maintained roads. Thus, for the first time, State Aid to municipalities on a uniform basis has been inaugurated. By this Act 309 additional miles of municipal connections have been added to the State Maintained System.

These matters were something over which the people of Florida and their duly elected representatives and officers had control. They exercised their control in solving a plaguing problem wisely and to good advantage. Florida's highway and county road debt situation has been immeasurably improved.

EFFECTS OF THE WAR--DECLINING REVENUE

The effects of the war, however, are something over which we can exercise little or no control--concerning which our clearest thinking, greatest cooperation, or hardest work will have little if any immediate influence on our own domestic fiscal affairs.

Fortunately, the country's leaders became war conscious before we were actually attacked. We had already become the "Arsenal of Democracy". Through the lend-lease program our factories were already converting to war production, selective service draftees were being trained and plans for our defense were taking shape. These plans for our defense and the training for draftees had brought two new systems of highways into our consciousness and terminology: Strategic Highways and Access Roads.

Strategic Highways are extremely significant in regard to our National Defense. They would facilitate the movement of troops and supplies to any crucial point in a crisis and could be used to evacuate residents of any invaded

area if the need arose. The War Department in collaboration with the Public Roads Administration and this Department have selected 2100 miles of State Roads in Florida as a part of the Nationwide Strategic Network.

Access Roads are those connecting Army and Navy Bases and Training Camps to main highways. Because of its strategic location and favorable climate, a large number of airport facilities and military camps have been located in Florida. Many of them require altogether new roads, while others require improvement to existing roads and strengthening of bridges.

Even during 1941, before Pearl Harbor, approximately one-half of our construction and improvement expenditures were on Access or Strategic Network Roads and projects under way, not essential to defense were continued only by virtue of having already acquired critical material. After we entered the war, construction or improvement work on other roads of the State System was so curtailed that now this work is practically eliminated and only maintenance work is continued. Prospects are that for the duration we will do only such construction work as is considered essential for war purposes and for which the Federal Government will supply a part of the funds. A tremendous job remains because, with the elimination of orderly reconstruction, maintenance obligations increase immensely.

The Department has lost hundreds of employees to the Armed Forces and an additional large number to Defense Work. Most of these employees have not been replaced, nor will be, until after the war.

The curtailment of revenue as an effect of the war could be foreseen, but the extent of such curtailment was not anticipated. As early as September 1, 1941 the Secretary of the Interior, Harold L. Ickes, applied the first Federal restrictions on the sale of gasoline in the Atlantic Seaboard States, including Florida, by restricting dealers' receipts to 10% less than the quantity received in July previous. The Department protested this curtailment as being unnecessary at the time and on the ground that Florida was more a Gulf than an Atlantic State. The restrictions were removed after about two months. In spite of these restrictions, taxable gasoline consumption in 1941 in Florida reached an all time high of more than 426 million gallons and gas tax income for the year was \$29,817,000.

Continued restrictions which were imposed after we entered the war--curtailment of car sales and the rationing of tires and gasoline--resulted in further reduction of revenue for 1942. Gasoline consumption was 319 million gallons roughly, or a 25% decrease from 1941.

The State Road Department Chairman was named State Petroleum Coordinator, and the Department has continued its effort to have Florida taken out of the Atlantic Seaboard Classification, where the harshest restrictions are imposed, but with only partial success to date. Conferences have been held, surveys of transportation facilities made periodically, and every appropriate step taken to ease the restrictions, because gasoline tax revenue comprises a large part of State Revenue. Since the effort began a pipeline with a capacity of 50,000 barrels daily has been built across the State from Carrabelle to Jacksonville, but that has not resulted in the relief sought, of getting all of Florida out of the restricted area of the Atlantic Seaboard State Group.

MINOR CHANGES IN THE OPERATION OF THE DEPARTMENT

The 1941 Legislature provided for the regulation of outdoor advertising outside the limits of cities and towns and placed the administration of the Act under the Chairman of the Department. The Board established a Division of Outdoor Advertising, headed by a Director, which has efficiently carried out provisions of the law.

A further innovation in our operations was brought about by action of the Legislature. By its direction the State Road Department was made responsible for maintenance of county roads in Washington County, in return for which the Department was to receive that County's portion of the Surplus Gas Tax. This was in the way of an experiment and the Act is operative for only two years. From our experience, we recommend that the present arrangement not be continued.

Operation of the Aviation Division has been discontinued due to effects of War.

The Department changed its sponsorship to a new official magazine entitled "Florida Highways", published in Winter Garden, which is co-sponsored by the Florida Highway Patrol. This publication has done an excellent task in coverage of official and technical data, and through its program of monthly distribution of current detour maps with tourist appeal, has given the State much valuable publicity.

Difficulties in obtaining materials and keeping up with priorities, and so forth, has necessitated creation of a new section in the Department, the Priority Section. This is operated by a priority engineer who acts as a material expediter.

The largest construction operations begun during the biennium covered completion of the Overseas Highway to Key West (as a Military Access Road and a part of the Strategic Network). Most of the Bridge construction is being done under contract, but the construction of 84.8 miles of roadway and 550 feet of bridges, estimated to cost \$2,723,241 is being done by Force Account by the Department. This is by far the largest Force Account job ever undertaken by the Department.

HIGHWAY IMPROVEMENT PROGRAM—POST WAR PLANS

The plan for a statewide program of highway improvement to bring the State Maintained System up to adequate standards for normal traffic has been postponed until after the war. This program was based on a Master Development plan which anticipated State Highway needs through 1950 which would have been possible under normal conditions by the increase in State Road Department allocation from 3¢ to 4¢ per gallon.

Roads in the State Maintained System should serve the economic and social needs of the State. They are the facilities for inter-city and inter-county travel, linking together highly populated points and industrial areas.

Florida's State Maintained Highway System has grown at a rather uniform rate from 898 miles in 1923 to the present mileage of 8,302 consisting of 922 miles of municipal connecting links and 7,380 miles of rural road. Although

this represents only 18.5% of the total of approximately 45,000 miles of roads and streets in the State, it facilitates roughly 60% of the traffic. The rural roads in the State Maintained System constitute only 20% of all rural roads, yet, in normal times, it serves 77% of all rural travel. Seventy percent of the State Maintained rural roads have an average daily traffic volume in normal times of over 200 vehicles while that volume is reached on only .5% of the county roads. These facts add up to the conclusion that the State Maintained roads are the backbone of the whole highway and street network in the State, and that sections selected for inclusion in the State Maintained System have been carefully chosen.

Most of the State's hard surfaced roads were constructed in the Boom Twenties, when the objective was to take the traffic out of mud and sand. Quantity of miles of paving, rather than quality was the order of the day. Consequently much of the paving done then is wearing out, becoming inadequate for the traffic of today and is costing an unduly large amount for maintenance. Technique in road construction and design has improved to the extent that many miles of the roads constructed at that time would be obsolete if considered in relation to present traffic volume and characteristics even if the roads had not deteriorated.

Not only had traffic increased in volume but its character had changed; that is, the speed, size and weight of motor vehicles has all increased. Increase in volume and speed of vehicles demands a wider, smoother surface and the elimination of verticle and horizontal curves. Increase in weight requires greater strength in road base or sub-grade. The bases were perhaps the weakest point in earlier construction. Florida's soils are not suitable for sub-grade material without special treatment to stabilize and compact.

No roads are built to last forever. Road life studies conducted by various highway groups, and supplemented by our own research, records and analysis, indicate that surfaces of different types have average life expectancies varying between 15 and 30 years. Therefore, highway improvement is not a thing to be done once and for all, but it is a continuous process of growth, development and improvement. The fact that so many of Florida's paved roads were constructed in a comparatively brief period now adds to our problem because so many of them, in the same brief period, will have expended their life service, requiring another peak of construction instead of the orderly improvement desired.

The master highway development plan is designed to eliminate this cycle. It should assure improvement suitable to the location, and also guard against the waste which results from facilities becoming obsolete before they are worn out. Every section of road proposed must be economically justified; it must supply the maximum usefulness for each dollar expended.

It is clear that we must have some standards. By classifying a section of road according to the volume and characteristics of the traffic using it we can select the design standard to which the road should be constructed. Design standards established by the American Association of Highway Engineers, modified to fit local conditions, are used in classifying roads in the State. By the use of these standards the deficiency in the present system to serve current normal traffic can be determined. Among the serious deficiencies revealed are the following:

The surface width of roughly 60% of the maintained system is inadequate. Most of the widening should be on two-lane roads whose present width is less than 20 feet, but 186 miles should be widened to a divided four-lane road.

The economic life of approximately 3600 miles of road surface (44% of total in State Maintained System) has been expended. Reconstruction to the same type would suffice on around 2100 miles but a higher type is indicated for 1500 miles.

There are approximately 20 horizontal curves per 100 miles of road which are excessive, and these should be eliminated. We have no problem of vertical curves.

Only 843 of the 1976 bridges on the State Maintained System in 1941 had posted load limits of 15 tons or over, which should be a standard for such roads. There are now 2685 bridges in the State System of which 1595 are timber, including the 528 timber bridges of less than 20 feet in length. The program of replacing timber bridges with more permanent structures, which we had begun has had to be discontinued until after the war.

But in planning for a facility it is not sufficient that such facility be adequate for the present time, nor for one year--it should be adequate for the number of years estimated in its service life. Thus it was necessary to have a reasonably accurate forecast of traffic for that roadway for the whole period. The trend of traffic, obtained by recording of such traffic over a period of years, furnishes the best indication of probable future growth. But with this must be considered the potential capacity of the area served by the road for future development, industrially, agriculturally or recreationally. Also to be considered is the population trend and ownership and use of vehicle trend for the entire State

With all these factors considered and evaluated it is possible to determine within a reasonable workable degree the standard design to which any section of road should be developed. As limit of funds and time required for development make it impossible to execute all of the needed improvements simultaneously and immediately (even if it were desirable), it next becomes necessary to schedule each part of the work and improvements to be done within the limits of available estimated income and in chronological order by roadway sections or projects.

Although it is not possible to set out any schedule that would indicate the detail of the Master Development plan, the following cost and time of improvement summary will give some idea of the magnitude of the program which should be undertaken within a ten year period:

		(First Priority)	(Second Priority)	(Third Priority)
Div. 1	Roads	\$ 17,903,700	\$ 4,887,200	\$ 5,869,100
	Bridges	2,878,000	789,200	974,800
Div. 2	Roads	7,935,100	5,237,500	8,030,300
	Bridges	907,600	613,200	932,100
Div. 3	Roads	2,643,200	7,593,400	9,470,600
	Bridges	915,100	2,745,400	3,379,000

		(First Priority)	(Second Priority)	(Third Priority)
Div. 4	Roads	\$ 10,981,100	\$ 2,902,000	\$ 7,995,100
	Bridges	5,114,800	1,329,900	3,785,000
Div. 5	Roads	13,197,200	11,090,600	7,844,300
	Bridges	2,550,500	2,177,300	1,493,000
Total	Roads	\$ 52,660,300	\$ 31,710,700	\$ 39,209,400
	Bridges	12,366,001	7,655,000	10,563,900
		\$ 65,026,300	\$ 39,365,700	\$ 49,773,300

Grand Total for ten year period: Roads, \$123,580,400, Bridges \$30,584,900
Total, \$154,165,300.

This schedule covers the existing 8,302 miles of the present State Maintained System and does not include cost of maintenance. Maintenance costs can be figured to run more than five million dollars a year, and if additional miles are incorporated in the Maintained System, costs of both improvement and maintenance will be increased in proportion.

The plan is flexible and can be modified to meet conditions not anticipated. By keeping it currently revised on the basis of periodic resurveys we will, at any given time, know what needs to be done, and the order in which it should be undertaken. This is true even though the war has made necessary the postponement of the entire program except for some improvements to strategic roads essential to war purposes.

A sound estimate of future gas tax income indicates that the scheduled program can be financed by gasoline tax as allocated by present laws. The income is not up to the estimate at this time and will not reach it during the emergency. It is expected, however, that with the return of peace time, when new cars, tires and plenty of gasoline are again available, revenue will reach or exceed the estimate. Our post-war development plans are based on such an assumption.

This planned work will be an essential part of the proposed public works program necessary to bridge over the period while industry is reconverting to peace time production, by giving employment to large numbers of men released from the armed forces.

If the highway investment is to be preserved and if we are to condition the roads to accommodate the large quantity of traffic anticipated after the war it is imperative that there be no diversion of income from the State Road Department. There will be a backlog of long overdue development; much that should have been done before the war and which was not done because of insufficient income--and much more because no work can be done during the emergency which is not essential to the successful prosecution of the war. And delay in making highway improvement adds to the ultimate cost.

A good highway transportation system is indispensable to any progressive State and doubly so to any State endeavoring to attract tourists and new industries. Nothing, therefore, should be permitted to impede the highway development program planned to follow the war.

STATE HIGHWAY ENGINEER'S REPORT

Maintaining an organization sufficient to carry out the necessary work efficiently had become extremely difficult, not only because of the large number of men called into military service but also because of personnel and labor being attracted to other employment by wages which greatly exceed those paid by the State. In certain respects, such as in the design of Access Roads and Military Highways, our work has increased. Add to these conditions the problem of finding substitute materials for the materials commonly used which are now critical, and it will be seen that the situation is one to tax our resourcefulness to the utmost.

ROAD SURVEYS, DESIGN AND CONSTRUCTION

The procedure for making surveys and preparing roadway plans has been the same as described in the 1939 and 1940 Biennial Report; that is, the preliminary and location surveys and the preparation of the plans in pencil stage has been done under the supervision of the respective Division Engineers and under the general supervision of the Division Engineer of Plans and Surveys, who is located in the Tallahassee Office. Where Federal funds are involved in the proposed work, the surveys and preparation of preliminary plans also are reviewed by a representative of the U. S. Public Roads Administration.

During 1942 our construction plans were limited almost entirely to the design of Access Roads and Military Highways and an earnest effort has been made to streamline the plans required by eliminating all detail possible, and showing only details absolutely necessary for the satisfactory construction of the work.

The Department also designed four flight strips--auxiliary landing areas adjacent to highways. Construction under our supervision has begun for the two located at Marathon Key and Carrabelle, but the one for Everglades has been abandoned because of excessive cost, and the Army has taken over the construction of the one near Perry. These flight strips represent not only an important part in the war effort but are undoubtedly the forerunners of numerous others which will be needed to accommodate post war commercial air transport.

It has been necessary, due to the extreme shortage of essential war materials, to substitute wherever possible in our designs less critical materials. For instance, timber structures have been substituted for steel and reinforcing steel has been eliminated wherever possible in concrete structures by mass concrete design. Cast iron gratings for inlets and castings for man-hole covers have been replaced with timber, and brick masonry has been substituted in small structures for reinforced concrete. The use of asphalt has been reduced in all cases possible by substituting other satisfactory types of surfaces.

Our knowledge of soil stabilization for subgrade treatment has advanced and new standards of design have been developed which have simplified this desirable feature of road construction, and we are now obtaining excellent results through combining local with various commercial materials.

Plans were prepared by the Plans and Surveys Division for the construction of 605 miles during 1941 and 453 miles during 1942, making a total of 1,058 miles.

ROAD PROJECTS OF SPECIAL INTEREST

On Access State Roads Nos. 365 and 341 from the Naval Air Station at Pensacola to the City of Pensacola proper, there has been designed and constructed a modern, high type concrete pavement providing for four lanes of traffic. In the corporate limits a curb and gutter section has been provided 64 feet in width from curb to curb, allowing for four 12-foot traffic lanes plus an 8-foot parking area on each side. In the highway section there are two 22-foot lanes plus a 20-foot grassed center parkway. The road has smooth and gentle grades and gentle side and back slopes which, after being muck blanketed and grassed, provide a very pleasing appearance and a maximum of safety for the traveling public. This project is expected to handle the needs of all present and future traffic between the Naval Air Station and Pensacola.

Construction has continued on Federal Route No. 19 at various points and a concrete pavement 22 feet in width has been provided from just south of the Highlands County Line north 12.6 miles. The contract was let for extension of this project, but due to the shortage of aggregate and cement it was necessary to suspend construction temporarily.

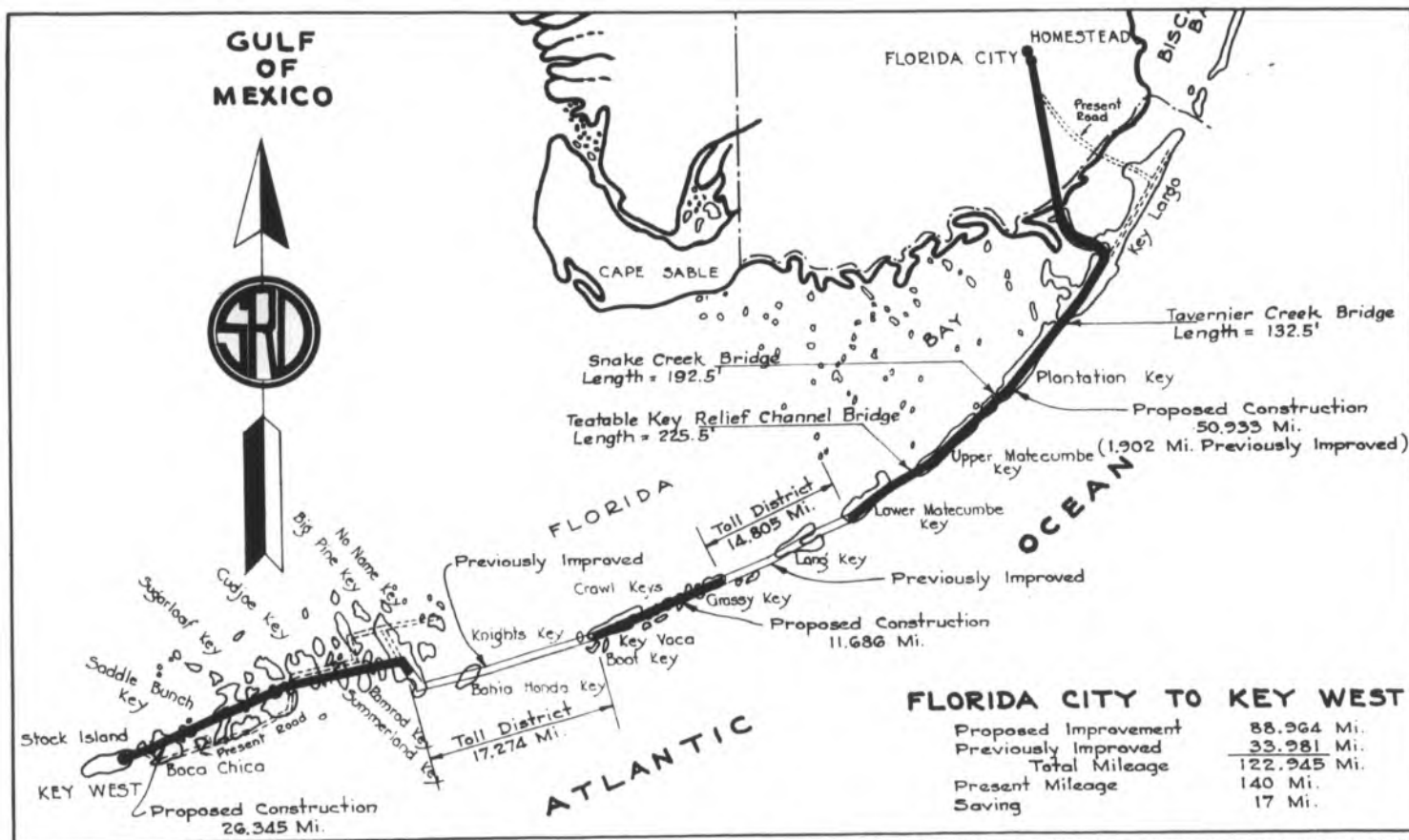
The Main Street Bridge in Jacksonville on Road No. 4 across St. Johns River, begun in 1939 and built under contract at a cost of approximately \$1,500,000, was completed and opened to traffic in July 1941. The old structure, designated as the "St. Johns Bridge" had become sorely inadequate to handle traffic to and from South Jacksonville, the Beaches and southeastern towns and cities. The opening of the new facility afforded happy relief from this traffic congestion. The new bridge, 2,061 feet long with a roadway width of 42 feet and ample sidewalks, has 34 spans ranging up to 50 feet in length and a 365-foot vertical lift draw span affording 135 1/2 feet clearance when lifted and 37 1/2 feet in place. It was awarded a Certificate of Honorable Mention by the American Institute of Steel Constructors, as one of the outstanding bridges completed in 1941.

Roosevelt Boulevard (Road No. 363), which provides a four-lane concrete pavement with center parkway from the Naval Air Station to McDuff Avenue in Jacksonville, a distance of 5.4 miles, was also completed in 1941. A feature of this project is the double concrete bridge at Ortega River, equipped with synchronized, single bascule lift spans. The road furnishes a high type connecting link to Road No. 3 at a time when existing facilities were inadequate to handle the fast increasing traffic generated by the Naval Air Station.

THE OVERSEAS HIGHWAY TO KEY WEST

The most important undertaking initiated this biennium, from the standpoint of engineering problems, construction difficulties, and cost, is the completion and modernization of the Overseas Highway connecting Key West to the mainland involving conversion of the F.E.C. Railway roadbed to a modern highway. The undertaking covers the construction of 84.8 miles of roadway and 21,723 feet of bridges at an estimated cost of \$3,912,566. It is on a Military Access and Strategic Network Road.

BACKGROUND: The Florida East Coast Railway abandoned its operations and right-of-way between Key West and the mainland after the 1935 hurricane. The Overseas Road and Toll Bridge District was organized and by use of a \$3,600,000 PWA loan, acquired for the State the abandoned railroad right-of-way from just



Seventeen miles, which might be enough to mean the difference between invasion and repulse of any enemy force, will be saved by road and bridge construction now in process on the Florida keys by the State Road Department. The map shows the three points where the distance from Florida City to Key West will be shortened—between Florida City and Garden Cove, midway down Key Largo; between Big Pine and Torch Keys; and between Pirates Cove and Stock Island and Key West. The work was taken over by the State Road Department when all contractors' bids were rejected as too high. The U. S. government is paying 75 percent of the cost of the construction, the short-cut being deemed essential to the defense of the Nation. Construction work also includes improvement of some of the present highway. E. C. DeGarmo, assistant highway engineer of the State Road Department, is in direct charge of the work. Headquarters are at Homestead with another construction camp on Sugar Loaf Key. The work was planned by J. H. H. on Duvall, State highway engineer and his assistant, L. R. Hanson, under direction of Thomas A. Johnson, chairman of the State Road Department. Approval of the plan to construct the project directly by the State Road Department, following rejection of bids, was given by both the State road board and the U. S. Bureau of Public Roads.



below Florida City to Key West (taking title in the District's name for 41 miles) and had, before July 4, 1938, under direction of B. M. Duncan, Engineer and Manager of the District, completed construction of 13 miles of bridges and 18.1 miles of roadway. The remainder of the 140 miles between the termini consists of rough county pavement and 5.8 miles of narrow wooden bridges, except for 1.6 miles of roadway and 0.9 miles of bridges constructed by the Department prior to 1936.

ENGINEERING: The construction plan proposes to widen the existing railway roadbed and construct a pavement 22 feet wide on an 8" Key rock base, surfaced with mined, washed, and screened local rock and bituminous material over 84.8 miles. On the Over Sea section the old 13-foot arch viaducts will be converted into modern design, 22-foot width steel and concrete bridges, by placing steel I-beams across the spandrel walls and constructing overhanging concrete slabs to provide the extra width. The three small bridges totaling 550 feet to be built by the Department will be 24-feet wide, while the Jewfish Creek Bridge will be 26-feet in width. Not only have the roadbed and arch viaducts of the old railroad proved useful, but the rails serve as competent guard rails.

Most of the right-of-way width will vary from a minimum of 166 feet up to 400 feet. A wide right-of-way not only will reduce maintenance cost and add to the safety of the traveler, but will increase the aesthetic value of the road as it will afford sites for parking areas, scenic attractions and rest stations while objectionable advertisements, jukes and the like can be excluded.

The undertaking has been divided into three parts: First, construction of the highway over the old right-of-way of the F.E.C. Railway from Florida City to the old Highway at Key Largo with a bridge over Jewfish Creek, and improvements of roads and bridges on Plantation and Upper and Lower Matecumbe Keys; Second, construction of a new road on Grassy Key and Key Largo; and Third, the utilization of the F.E.C. roadbed and structures on Big Pine, Ramrod, Summerland, Cudjoe, and Sugarloaf Keys to Stock Island and Key West.

CONSTRUCTION: All the work was proposed to be done by contract but when bids were received and those for certain parts of the work were so high as to indicate that the bidders did not wish to undertake the jobs, the Department decided to carry them through with its own forces.

Cleary Brothers Construction Company has contracted for 19 bridges between Big Pine Key and Key West, at a cost of \$971,017, and the Jewfish Creek Bridge at an estimated cost of \$218,308.

The Department will construct the 84.8 miles of 22-foot width roadway and three bridges totaling 550 feet, 24-feet wide, estimated to cost \$2,723,241. Total estimated cost for contract and force account work is \$3,912,566.

The contractor at first complained of inability to get critical material and equipment under its A-1-a priority rating for the 19 bridges and A-1-e rating for Jewfish Creek Bridge but finally agreed to proceed and did get enough steel for the 19 bridges. The priority rating for both the contractor and the Department projects now, under the new WPB numbering system, has been advanced to AA4 for the purchase of critical material.

The Department has established headquarters for the work, which will be in charge of Assistant State Highway Engineer E. C. DeGarmo, in Homestead, Florida, and has built a labor camp below the Road and Toll Bridge District on Sugarloaf Key. A second camp will be set up in Tavernier for work above the District and the Department is moving in numerous items of its own equipment, and will rent much more.

Difficulty has been encountered in obtaining cement which, though not on the priority list, is hard to secure because the Navy has preempted the supply for construction under its own control. In spite of difficulties encountered the Department force account projects got under way September 15, 1941, and it is believed that work will progress rapidly from now on.

FINANCING THE NEW CONSTRUCTION: As the work to be done is of prime importance to the Government, having been certified by the Navy as necessary to serve the Naval Base at Key West, the Government is bearing a large share of the cost of the improvement.

Federal funds allocated to the work through December 31, 1942 have to be matched by State funds on a 75% - 25% basis, except for the Jewfish Creek Bridge for which the Government will furnish 100% of the cost.

Source of financing them agreed upon was as follows:

Federal Funds:

From \$25,000,000 wider control of P.R.A. for Strategic Network roads	\$ 2,079,643.07
From Access Road funds	218,307.63
State's distributive share of an additional \$25,000,000 Defense Highway funds, allocated on the same basis as Federal Aid Funds	357,856.00
From State's regular Federal Aid Allocation	112,500.00
Total Federal	\$ 2,768,307.60

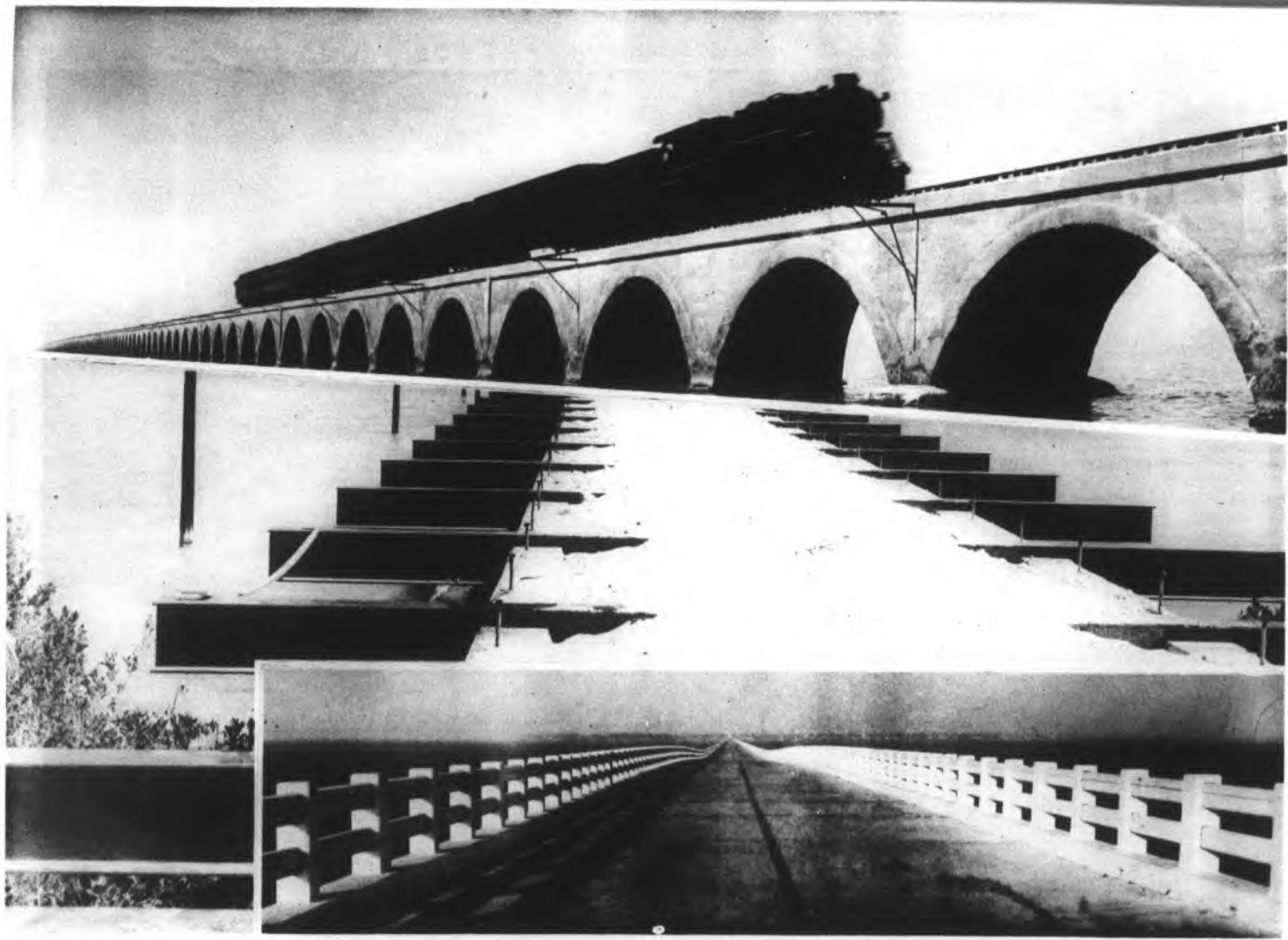
State Funds:

First Gas Tax	\$ 800,000.00
Total	\$ 3,568,307.60

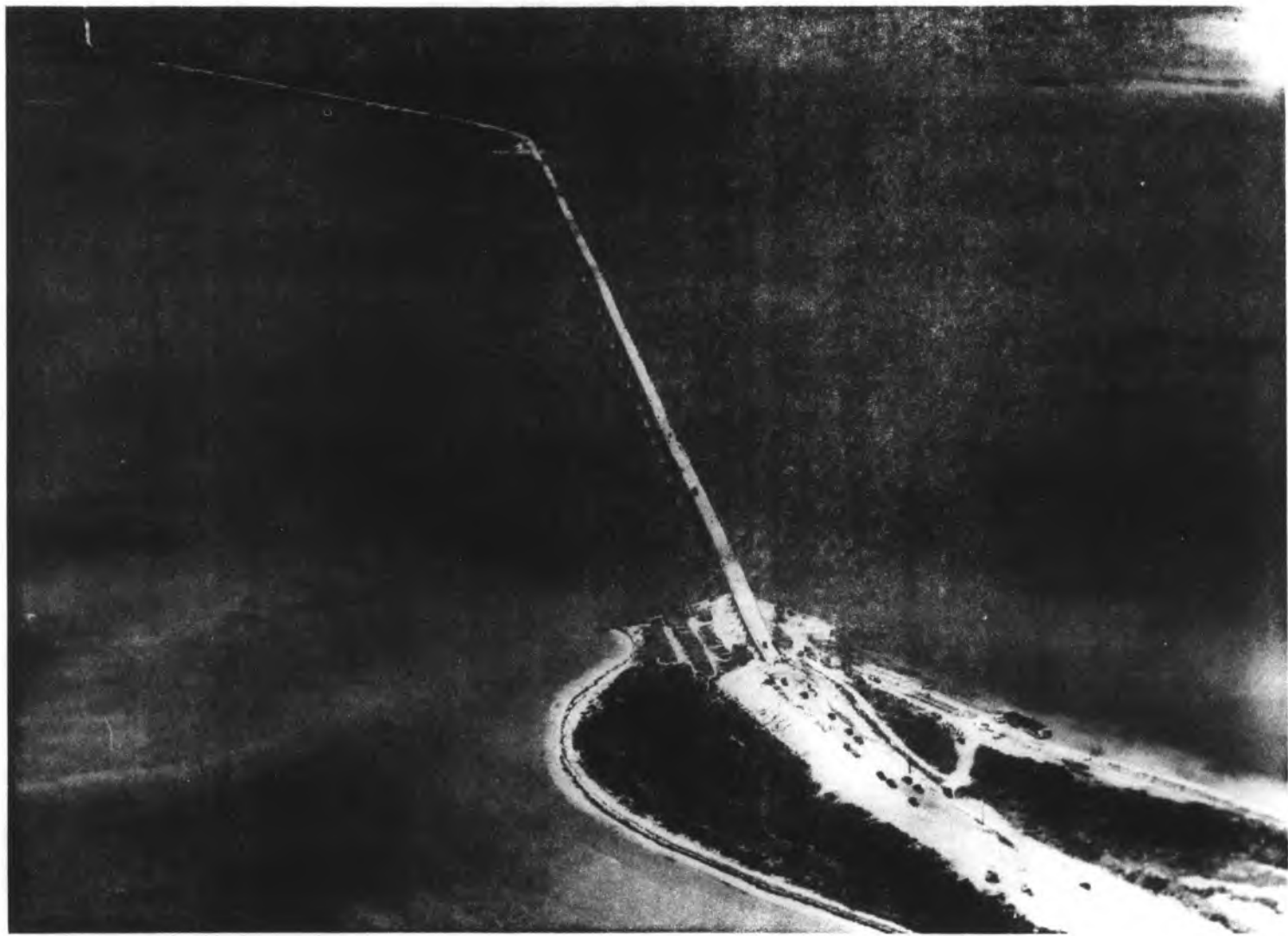
Monroe County has agreed to supply \$200,000 of the State's matching funds of \$800,000 from its surplus gas tax when and if it can get such surplus declared by the State Board of Administration. However, with gas tax revenue declining it may not receive such surplus until after the war.

It will be noted that the estimated cost of construction (\$3,912,566.00) exceeds the funds allocated by \$344,258.40. This occurred because the cost of labor and materials increased after the funds were set up. It is agreed between the Public Roads Administration and the Department that if the costs actually overrun the funds allocated, the overrun will be assumed by each on a 75% - 25% basis.

BENEFIT FROM THE IMPROVEMENT: Completion of the improvements will reduce by 17 miles the distance from Florida City to Key West and will provide a 122.5 mile highway of modern design, adequate width, and safe bridge strength. Militarily, it constitutes an important transportation and supply line from



OVERSEAS HIGHWAY—FROM RAILWAY TO HIGHWAY



OVERSEAS HIGHWAY—BAHIA HONDO BRIDGE

the mainland to the "Gibraltar of North America", as Key West has been labeled.

To the people of the Keys it is the main hope of restoring Key West to its former importance in the family of Florida cities; after the war it is likely to make Key West the Tourist Haven without parallel. The road will also play an important part in the nation's progress and contribute much toward hemispheric solidarity by bringing the United States closer to Cuba and other Latin American countries.

MAINTENANCE

Maintenance of the State Highway System may be defined as that service which conserves the original road and bridge investment and at the same time adds to the safety, comfort and economy of operation of the traveling public. Maintenance is an obligation in administration of Highway funds of the State Road Department.

On work performed under contract with the Department, maintenance is the contractors responsibility for 30 days; after which it rests with the State. Where construction is done by force account, maintenance by the State begins immediately. This action on the part of the contractor or State is designed to preserve the investment of funds provided by State or Federal taxation and is a continuous responsibility, increasing as time goes on. Exposure to the elements, excessive traffic or loads will develop weaknesses in the best of construction, and neglect of maintenance will cause complete failure.

Although traffic in total volume has decreased greatly since the start of the War, heavy commercial traffic (trucks and trailers) has held up. Around Army, Navy and Air Bases, this heavy traffic has actually increased. As it is the large, heavy vehicles rather than the great volume of light vehicles, which cause most damage to our highways, there has resulted a great deal of extraordinary damage in concentrated areas. This condition, accompanied by the scarcity or lack of critical materials and attendant decline of revenue caused by curtailed gasoline consumption, has made the problem of maintenance doubly difficult.

Strategic Network and Access Roads, important militarily, are of course given preference in maintenance, as well as in construction. During the past two years our maintenance forces have had to patch and repair considerable mileage on our road system which, in normal times, would be either reconstructed or replaced with new construction. This condition will continue during the emergency.

Even in times of peace, highway funds were never sufficient to improve and maintain the State System of roads at current standards. Now, with the double handicap of declining revenue and restriction in the use of critical materials, many sections of roads and bridges that should be improved or replaced cannot be and there is a risk that the original investment will be lost entirely.

Since its inception, the Department has assumed maintenance obligations

over a continually increasing mileage of rural and urban roads which at the end of 1942 has reached the total of 8,302 miles. This system includes not only those roads constructed or reconstructed by the State but a considerable mileage of county roads which have been taken over for maintenance, some of which were constructed as far back as 1915. The 1941 Legislature passed an Act requiring the Department to take over for maintenance, municipal extensions and connecting links to the State System. Upon completing the survey of these sections the Department, on October 1, 1942, officially assumed maintenance on 309 miles of additional city streets. These municipal links vary as to type, width, condition, and age and many miles of them should be reconstructed immediately, but as that is impossible they will have to be maintained at an abnormal cost.

Summary tables of the State System of Maintained Roads by Counties as of December 31, 1942, and Maintenance Costs by Counties and Classifications for 1941 and 1942 are included in the tabulations toward the end of this report.

Every dollar of Federal funds expended in constructing a road or bridge is contingent upon a rigid maintenance requirement covered by the Federal Highway Act which provides for satisfactory maintenance by the State; upon penalty, for failure, of having the work done by the Federal Government and the cost deducted from the allocation of Federal funds to the State, and of withholding any further funds until satisfactory provision has been made by the State for future maintenance. It has never been necessary to penalize this State.

By operating under a centralized maintenance control, all sections of the State receive the benefit of the most modern technique developed. The centralization of cost accounting and allied road-life studies at the headquarters office, which yields uniform and accurate cost records on all types of road surfaces and bridges and individual pieces of equipment, has enabled the Department to prepare accurate budgets and anticipate the needs on the various sections of roads. However, the present war condition has resulted in emergency needs which demand immediate attention regardless of what normal requirements might have been, or what the future may require.

The policy initiated during the previous biennial period, of assigning mixing plants to the various maintenance units is now proving to be extremely beneficial. With increased demands on the maintenance forces to keep old roads in repair, it is felt the possibilities of doing so is much better with the use of these plants.

The shortage of manpower caused by the war leaves convict forces (which are also decreasing) our main source of labor for the maintenance of roads and bridges. The use of convict labor had already proved economical, provided camp headquarters were established in localities where the more or less fixed costs of operations could be distributed over large concentrated mileages, thereby reducing the maintenance cost per mile. The 29 units maintained at present are located at the following points: Noma, Zephyrhills, Indiantown, East Palatka, Marianna, Live Oak, Ocala, Ft. Myers, Jay, Lake City, Homestead, Gainesville, Callahan, DeFuniak Springs, Oviedo, Floral City, Perry, Panama City, Tallahassee, Cocoa, Bronson, Bartow, Arcadia, DeLand, Pensacola, St. Augustine, Tavares, Ft. Lauderdale and Ft. Pierce. It can be foreseen that some of these operating units will have to be combined in order to obtain sufficient convict labor for efficient operation.

CENTER LINE STRIPING: The Department has continued to employ a specially equipped and trained center-line striping crew. The cost of this operation is considered more than justified in that this feature adds much to the safety of our highways, especially those which are still of less width than present day standards. This crew regularly stripes more than 5,000 miles of highway. An added duty, created by dim-out regulations established by the State Defense Council, is the necessity to paint a white center stripe on many miles of coastal roads to aid night driving with dimmed headlights.

In addition to the foregoing traffic protection features, it is the responsibility of the various maintenance units to add to the protection, guidance, control and safety of traffic, by providing, erecting and keeping up regulatory, warning and guide signs, by marking of hazardous obstacles and by the erection of blockades and guard fences.

BRIDGE MAINTENANCE: For the past six years the maintenance department has been operating two specialized mechanical bridge repair units and two electrical repair units. Each of the mechanical units consist of a special truck unit with a 300 ampere arc welder, 105 cubic foot air compressor, lathe, drill press, air drills, cutting and welding torches, small tools, etc. The two units also carry hydraulic jacking equipment of 20, 30 and 50 tons, equaling a lifting capacity of 300 tons. These units are used in all parts of the State making emergency repairs to our structures that are not within the scope of our maintenance shops. It is necessary to keep available such specially trained crews since we have such a wide variety of bridge machinery designs, constructed at various times by various agencies throughout the State. The electrical units are equipped and maintained by competent electricians familiar with the electrical installations of our numerous electrically operated bridges, likewise scattered throughout the State.

In the past two years river traffic through our bridges over navigable streams has increased considerably over previous years, resulting in more wear and damage to the structures and requiring more repairs.

The program inaugurated during the previous biennium of replacing small timber bridges with more permanent structures and thereby reducing maintenance costs was continued during the first part of this period but the present restrictions on materials have practically eliminated this work. It is hoped this program can be resumed and intensified in the not too distant future.

EQUIPMENT MAINTENANCE: The Department has operated fifteen equipment repair shops located at the fifteen District Maintenance Headquarters in the following places: Tampa, Arcadia, Ft. Myers, Gainesville, Lake City, Baldwin, Tallahassee, Panama City, DeFuniak Springs, Ft. Lauderdale, Ft. Pierce, DeLand, St. Augustine, Cocoa and Leesburg. The shops are located to assure minimum loss of time in servicing and repairing Department equipment. All shops are under the supervision of experienced mechanics and are equipped with the tools necessary for the repair of equipment now in service. All repair equipment is owned by the Department and records show that practically all repairs to our equipment were performed in our shops. The Department now owns and operates 856 units of automotive equipment, consisting of passenger cars, one-and-a-half ton trucks, pick-up trucks, distributors, transport trucks, etc.; and in addition, 300 units of heavy equipment including a 10-inch hydraulic dredge, tractors, draglines, mixers, road patrols, rollers and sta-

tionary engines. The shops also service and repair such equipment as road drags, harrows, graders and plows.

Due to war-time rationing of construction and maintenance equipment, it has become mandatory for the Department to repair and keep in operation its present equipment even though some pieces would, in normal times, be replaced with new machinery. This has placed a much greater burden on our shops but it is expected that we keep our equipment and machinery moving.

WAREHOUSES: At the maintenance unit locations mentioned previously, the Department has warehouses which are stocked with small tools and materials of various kinds most commonly used by the maintenance forces. This permits centralized bulk buying with its attendant economy, and has resulted in a further substantial saving to the Department, by cutting down loss of time in supplying the needs of the working forces.

Due to the War Production Board's priority restrictions on practically all materials used in the maintenance of our roads and bridges, our warehouses have become an indispensable department. On numerous occasions materials for emergency repairs to roads and bridges can be obtained from the warehouse and replaced later, usually after considerable delay in obtaining priority rating. This enables us to perform the work immediately, whereas, weeks or months would sometimes be required, if the job had to wait until such articles could be purchased.

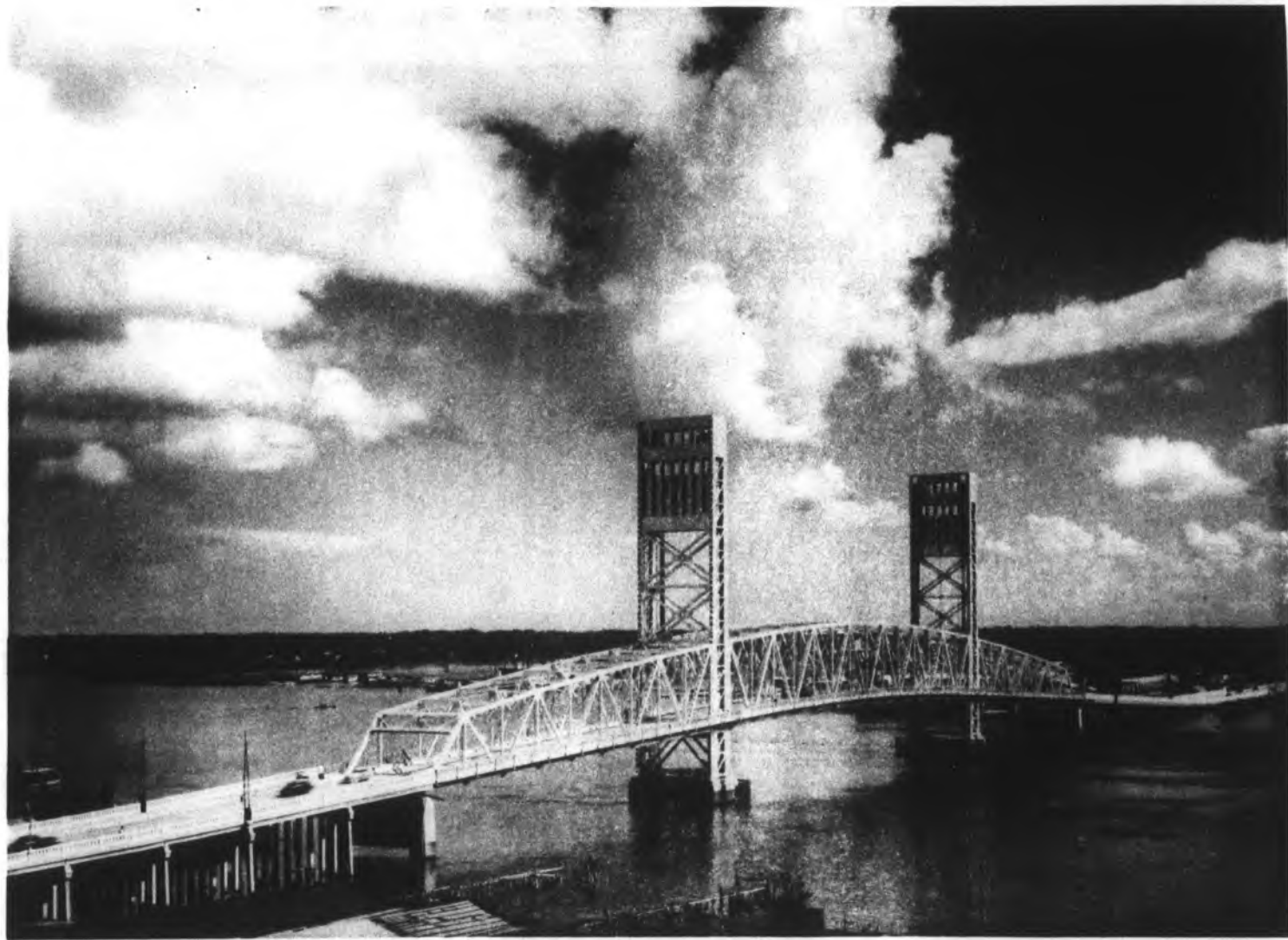
SIGN SHOP: The Department continues to operate a centralized sign shop at Lake City for the fabricating, painting and repair of various signs used on State Highways. The sign shop is manned by competent metal and wood workers and sign painters. It has been found more economical to manufacture our own signs than to purchase them. In some instances minor sign painting and repair is handled by sign crews under the jurisdiction of our maintenance engineers.

The sign shop is constantly being called on to paint dim-out and other special signs required to control traffic, made necessary by emergency conditions.

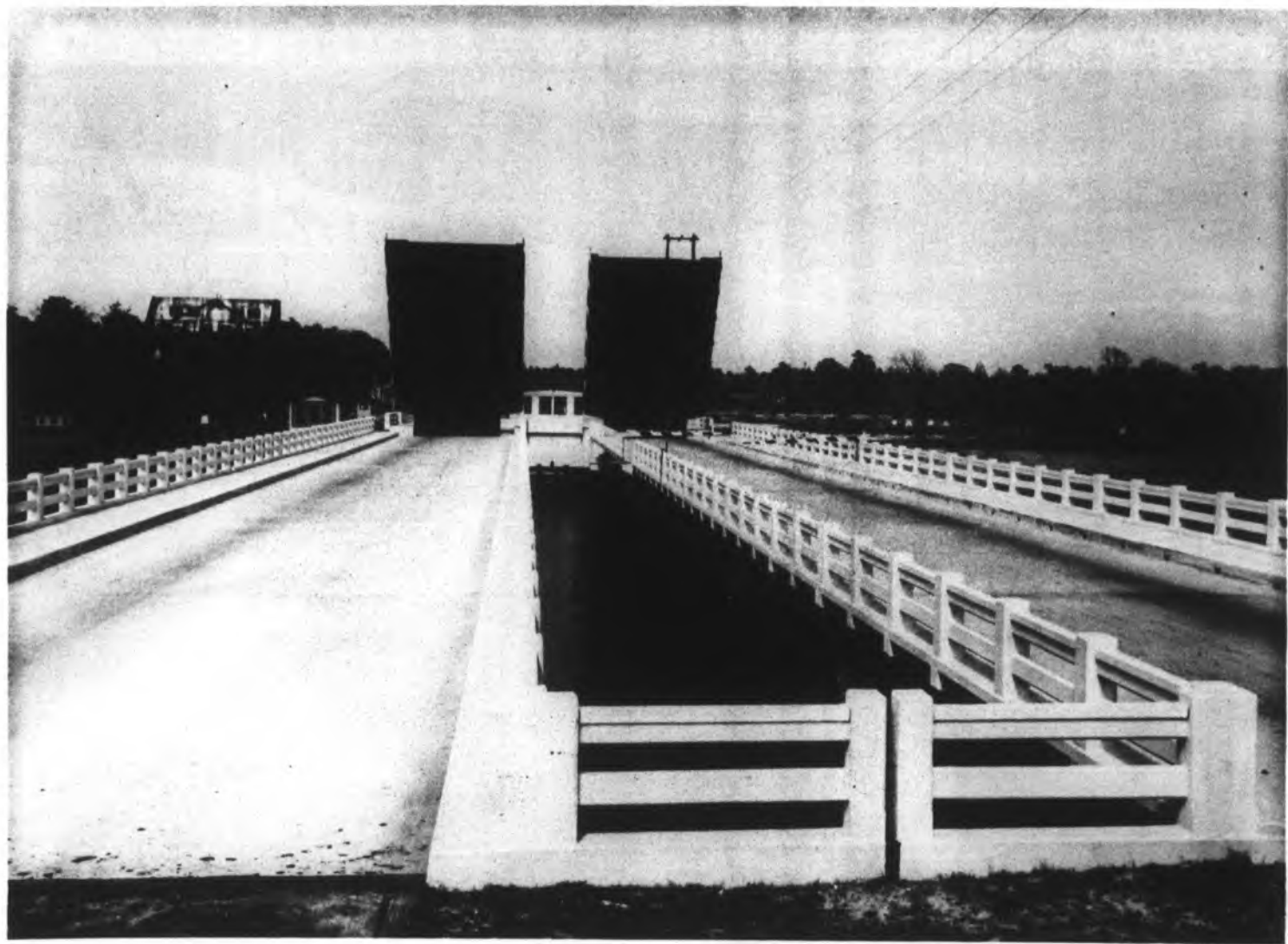
BRIDGES

Bridge construction during the years 1941-1942 was greatly modified and considerably curtailed over that of previous years by prevailing war conditions and was confined to three principal lines of work; supervision of bridge work under contract and incompleting at the beginning of 1941, work of bettering and increasing the capacity of existing bridges or building new bridges on lines of the Strategic Highways or Access Roads, and building bridges of lesser importance which do not require critical materials. With the continued reduction of construction, plans for badly needed structures have been advanced so that time will not be lost when it is again possible to procure construction materials and men.

Of the bridges under contract at the beginning of the year 1941, the one of most importance was the bridge crossing the St. Johns River at Main Street, Jacksonville. This has been discussed in the foregoing section headed "Projects of Special Interest".



MAIN STREET BRIDGE OVER ST. JOHNS RIVER AT JACKSONVILLE



TWIN BASCULES—OVER ORTEGA RIVER

The bridges over the Indian and Banana Rivers and Sykes Creek east from Cocoa towards the Merritt Island Naval Air Base were replaced by steel and concrete structures and hydraulic embankments, reducing the length of bridge structure materially. These structures are designed for the H-20 typical highway loading, and deck girder swing spans are provided at the channels of the Indian and Banana Rivers, giving 80-foot and 60-foot clear openings respectively. These bridges aggregate 3,129 feet in length and cost approximately \$619,000.

At Titusville, Eau Gallie and Melbourne, timber structures over the Indian River, of lengths between 10,000 and 12,000 feet each are being replaced by hydraulic filled embankments reducing each bridge section to approximately 2,000 feet. Eventually these replacements will be of similar construction as the Cocoa crossing. Another Indian River bridge at Ft. Pierce, a timber structure with steel draw span, partly replaced by a steel-concrete structure following its destruction by storm in 1928, was completed in the same type of construction for its remaining timber length with a new all-welded steel swing span replacing the obsolete and narrow (16 foot) roadway span then in service. It was possible to complete the foregoing bridges for the reason that steel had been largely fabricated before the material was made subject to priorities.

In Dade County at Sunny Isles a 4-lane bridge and approaches carrying Road 270 across the Inland Waterway has been completed up to the point where the structural steel and machinery for the bascule span remains to be placed, but, like similar instances, priorities prevent completion of the structure and it must remain as it stands for the time being.

Due to the necessity for use of non-critical materials, several composite timber-concrete and all timber bridges have been built. Two miles west from Vero Beach on Road 30 a timber truss deck bridge of four 52-foot spans was built to carry the highway across the drainage canal. The spans are carried by concrete piers in which the reinforcement is made up of discarded steel bridge members, reinforcing and structural steel not being available for this structure and the need for it being very pressing.

Several bridges of composite laminated timber-concrete construction have been built. The pioneer of this type for the State Road Department was a bridge 90 feet long carrying Road 40 over Big Swamp Creek about 7 miles west of DeFuniak Springs. A bridge including a 60-foot timber truss span is nearing completion at 10 Mile Creek on Road 84 north of Clarksville in Calhoun County.

A type of structure made use of to replace many of our smaller structures, especially timber bridges of 15-foot span lengths, is a concrete reinforced slab supported by steel H piles. Some 26 bridges of this type, ranging in lengths from one to four spans, were completed early in 1942 between Otter Creek and Lebanon on Road 81. Similar types have been replacing timber bridges on the Tamiami Trail and over several waterways in the vicinity of Immokalee.

Important grade elimination structures have been built, the contracts for which were let prior to or early in 1941, when the difficulties in the way of steel construction were not so great. The following are Overpasses, carrying

the highway over railroad tracks and all are complete or nearing completion:

At Pensacola, carrying Garden Street over the STL & SF Ry.
At Inverness carrying Road 36 over the A.C.L. Ry.
At Port Tampa, carrying access to McDill Field over A.C.L. Ry.
At Wildwood, carrying Road 25 over the S.A.L. Ry.
At Winter Haven, carrying Road 2 over the S.A.L. Ry.
Leon County, carrying Road 76 over S.A.L. Ry.
At Okeechobee carrying Road 8 over S.A.L. Ry.
Near DeLand, carrying Road 21A over S.A.L. Ry.

In the improvement of access roads, a revised location of Road 93 by way of Garden Street, Pensacola, crosses Bayou Chico as a 4-lane highway by means of a "twin" two-lane bridge of reinforced concrete; in Jacksonville a similar bridge, but with a bascule draw span, carries the 4-lane Road 363 across the Ortega River between Jacksonville and the Naval Air Station.

The timber structure crossing the St. Johns River two miles south of Green Cove Springs known as the "Shands Bridge", built in 1927-8, was partly destroyed by fire and, before completion of repairs, was further damaged by an accident that collapsed its bascule span. The new bascule span, which provides a channel opening of 100 feet between fenders, has a roadway width of 24 feet (against the original width of 18 feet), and was erected in expectation that the replacement of the remaining 11,000 feet of timber structure will provide the new width throughout. As part of the Strategic Network improvement program, work is now under way towards strengthening the timber section of this bridge to bring it to a 15-ton load limit.

The work of converting the Florida East Coast railway bridges of the Florida Keys into Highway structures has been described under the heading of "Projects of Special Interest". Nineteen of these bridges giving a total length of 20,980 feet are under contract for revision at a cost close to \$900,000. A new structure at Jewfish Creek, also under contract, is a double leaf bascule giving an 80-foot width of clear channel opening. Three individual bridges of smaller extent will be reconstructed by the State Road Department forces.

The work forms part of the Strategic Network and will replace 35,000 feet of timber bridges with 22,000 feet of steel and concrete bridges of greatly increased capacity. These bridges will complete the revamping of all the F.E.C. Ry. bridges between the mainland and Key West.

FEDERAL AID

The State Road Department has received yearly allotments of Federal Aid funds for improvements in our highway system since the passage of the Federal Aid Act by Congress July 11, 1916. These funds are of various classifications, each for a specific purpose: Regular Federal Aid funds for improvement of the main highways in the State which are located on the Federal Aid Highway System, Secondary Federal Aid funds for improving farm to market feeder roads and other connecting roads not on the Federal Aid Highway System, Grade Crossing funds for constructing grade separation projects or automatic signals at railroad crossings; Forest Federal Aid funds for improving National Forest Roads and

Trails.

In addition to the above described funds Congress has allocated emergency funds to provide work relief by increasing employment on the construction of highways. There have now been allocated Defense funds to provide roads of military importance or roads which will benefit the War effort. These funds can be used for the construction of Access Roads to Military or Naval Bases and Air Fields and to industrial plants having War orders, for construction to eliminate critical deficiencies in the Strategic Network System, for the construction of Flight Strips, for the preparation of surveys and plans for future developments for the Strategic Network System and by-pass roads around municipalities, and for other miscellaneous construction incidental to highways which are necessary for the War effort.

Regular Federal Aid funds must be matched with an equal amount of State funds. These Federal Aid funds must be expended on the Federal Aid Highway System which is a system of main highways originally established in 1921 by the Federal Government and the State. The mileage on this system is now 2,740, exclusive of 12 miles in Federal reservations. This mileage may be increased when 90 percent of the mileage is adequately improved and is being properly maintained. A provision of the Federal Aid Highway Act is that these funds must be expended within two years after allotment to the State, otherwise they are withdrawn and reapportioned to the other States. No funds have ever been withdrawn from Florida, although it requires approximately \$1,800,000 of State funds each year to supplement the Federal funds in order to make them available for expenditure.

Secondary Federal Aid funds must be matched with an equal amount of State funds and are available for expenditure on important feeder and farm to market roads.

Federal Aid Grade Crossing funds for use in eliminating hazards at railroad crossings do not require State funds for matching purposes and may be used on any roads or streets in the State. Improvements being made with Grade Crossing Funds consist of installing automatic flashing light signals and grade crossing eliminations. The eliminations may be by vertical separation of tracks and highway or by relocation of highway.

Forest Federal Aid funds do not have to be matched by the State and are expended only in national forests to improve an existing road or to initiate new roads.

Emergency funds were allotted only during the years 1931 to 1935, inclusive, and did not require matching by an equal amount of State funds for their expenditure and were available for expenditure on all classes of highways in the State.

Funds made available by the Defense Highway Act of 1941, provided 100% of the cost of approved Access Road and Flight Strip Projects and 75% of the funds for improvement of highway projects on the Strategic Network System.

A 1934 amendment to the Federal Aid Highway Act provides a penalty of up to one-third of a State's allocation if motor vehicle user taxes, now going to highway improvement, are reduced or diverted.

A definite requirement by the Federal Government is that the State must ad-

equately maintain each Federal Aid project with State funds, except during the present War emergency Defense funds may be used for the maintenance of projects of vital importance to the War effort. Failure to provide adequate maintenance according to the Federal regulations is cause for suspension of Federal funds for proposed projects until the unsatisfactory maintenance is corrected.

A tabulation showing the allotment of Federal Aid funds for Federal fiscal years appears in the section tables in the back of this report.

DIVISION OF TESTS

The Division of Tests had a very modest beginning in an ill-equipped laboratory. Only a small portion of the tests required to control properly the quality of materials entering into the construction of bridges and highways could be performed. This division has grown in the past 13 years so that it has now taken over practically all testing work and is doing it more economically than when it was performed by commercial laboratories. In the last normal year (1940) it made 90,325 tests.

The Division of Tests consists of the Administrative Section, Chemical, Physical, and Soils Laboratories in Gainesville, branch Limerock Laboratories in Williston and Ocala, Aggregate Laboratories in Brooksville and Lake Wales, and Cement Inspection Service in Tampa. In addition to these there is a limerock laboratory under the direct supervision of the Division Engineer in Miami, which handles the limerock tests in that vicinity, and a soils laboratory in each of the five divisions under the direct supervision of the respective Division Engineers. These division soils laboratories make tests in order that no construction will be held up. All work in the division laboratories is constantly being checked by the Division of Tests which is the control laboratory.

The cement inspection service was discontinued toward the close of 1942, due to a ruling by the War Production Board which stopped all cement inspection except by certain laboratories designated by the National Bureau of Standards. The services of the cement inspector have been retained to handle the inspection of concrete pipe, reinforcing steel and miscellaneous material stored in that vicinity. He is also being trained as a timber and treating inspector.

Inspection of concrete drainage pipe at points of manufacture within the State and inspection of treated timber at plants with large shipments for Departmental use is still in practice by the Division of Tests. These are services which greatly benefit both the Department and the producer or manufacturer.

The schooling of field inspectors in the proper control of concrete has continued and this Division maintains a close daily check on all concrete mixtures. The Division continues responsible for supervising field testing and the furnishing, repairing and maintaining of all field testing equipment, as well as the calibration of construction equipment for concrete and bituminous pavements and concrete bridges and culverts. Thickness and width determinations and surface tests on concrete pavements, plant and road mix bituminous pavements and limerock bases, also come under its duties.

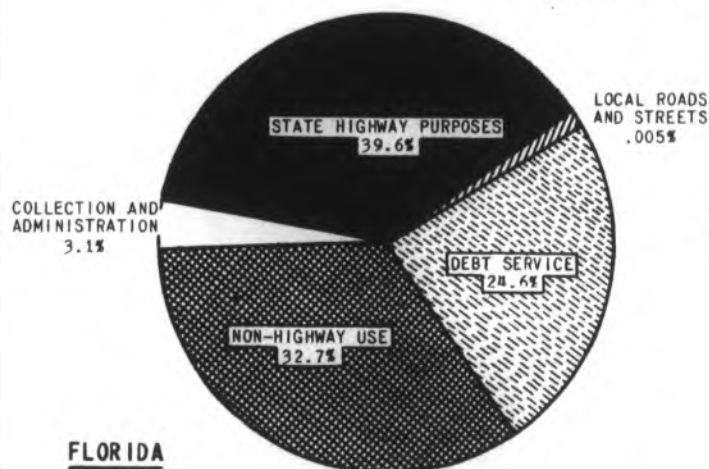
Paint for maintenance use is tested and inspected at points of manufacture. Each container of pre-tested and inspected paint is identified with a Depart-



DIVISION OF TESTS—CHEMICAL LABORATORY

DISTRIBUTION OF STATE MOTOR TAXES FOR FLORIDA AS COMPARED TO THE UNITED STATES AVERAGE

WHERE THE 1941 HIGHWAY DOLLAR WENT



PURPOSE OF EXPENDITURE	FLORIDA		UNITED STATES	
	AMOUNT	PERCENT	AMOUNT	PERCENT
Collection and Administration	\$ 1,258,191	3.1	\$ 49,579,000	3.4
State Highway Purposes	15,935,876	39.6	1/ 797,505,000	54.9
Local Roads and Streets	11,583	(less than .005)	347,085,000	23.9
Debt Service	2/ 9,898,748	24.6	42,803,000	3.0
Non-Highway Use	13,174,984	32.7	215,039,000	14.8
TOTAL	\$ 40,279,382	100.0	\$ 1,452,011,000	100.0

1/ Includes \$108,919,000 Debt Service on State Highway Bonds and Notes.

2/ Includes \$314,679 State Aid for service of local highway obligations and \$9,584,069 State reimbursement of local contributions to cost of State System which amount is used primarily to assist the counties in meeting their debt service requirements on Road and Bridge Bonds.

3/ Includes \$35,784,000 State assumed local obligations or reimbursements to local units of government of amounts spent on roads now on State System.

mental label bearing the signature of the chemist who actually made the inspection. In this way the paint can be used when received in the field without being held for tests and the Division's paint testing is greatly reduced while insuring the Department of paint of the highest quality.

Bulletin No. 1 entitled "Instructions to Project Engineers and Inspectors for Sampling and Testing Materials and Controlling Concrete in the Field" was revised and enlarged in March 1942. This bulletin is strictly for Department use. Sand-Bituminous Road Mix Bulletin No. 4 which is a revision of Bulletin No. 3 is still in demand. Requests for the latter come from various sections throughout the United States as well as some foreign countries.

In the beginning of 1941 a two-weeks intensive school in soil studies was conducted by the Division of Tests in order to train the field men in the proper method of taking samples, testing, comparing and classifying the soils, and standard methods of making field roadway and borrow pit profiles. A complete soils laboratory properly equipped to make the necessary tests was established in each of the five divisions with a soils inspector in charge of each laboratory. This inspector supervises all the soil work in his division. These divisional soils laboratories make the necessary check tests ahead of construction and no delays are encountered.

As previously reported, no appropriation or authorization for a Research Department in the Division of Tests has ever been made. Its importance, however, is evidenced by the interest shown by national highway agencies and associations in research problems. The State of Florida has many highway problems peculiarly its own because of its geographical location, its geological history, and its tropical climate. The Division of Tests has for years made such investigations as could be undertaken by the personnel in time that could be spared from routine duties and many of the problems chosen for solution have been those particularly interesting to highway builders in this State. During the last two years we have continued investigations of materials used as admixtures to concrete, paints and paint formulations, waterproofing agents for concrete, and wood preservative materials.

The number of tests made during this biennium was 67,225 in 1941 and 40,313 in 1942. The decrease of 40 percent for 1942 as compared with 1941 was paralleled by a 36 percent reduction in personnel. These decreases reflect the curtailment in road construction due to war time conditions.

DIVISION OF RESEARCH AND RECORDS

This Division, begun as the Highway Planning Survey in 1936, has passed through several stages of development. Its first function was to collect and assemble a wide variety of data relating to highway conditions and needs; next, these data had to be tabulated, analyzed and reported, and finally, it has emerged into a continuing function of supplying traffic, fiscal and roadway information to the State Highway Officials.

The greater part of the efforts of this Division now consists of maintaining current records. With a curtailed personnel only that work of immediate concern

to the Department is being carried on.

The County Maps for all counties in the State, on a scale of one inch to the mile, have been revised and brought up to date, insofar as State Maintained Roads are involved. No field investigations have been undertaken recently, nor are any contemplated in the immediate future, on County Roads and Local Streets. One-half scale lithoprints of these county maps are available to personnel of the State Road Department and to authorized agencies. To prevent these records from getting into the hands of unauthorized persons all requests for maps are cleared through the office of the Defense Council of Florida. During the past biennium map sales have more than paid for the cost of printing.

Straight Line Diagrams for all roads under State Maintenance were kept current. Division and Maintenance Engineers have been supplied with prints covering the roads under their jurisdiction and every effort is made to insure their accuracy and conformity with related records.

Portions of the Road Life and Financial Studies, of no immediate value to the Department, will be discontinued for the duration. Such work as is essential to preserve the value of these records for future use will be carried on.

Heretofore the volume of records necessitated the use of International Business Machines sorting and tabulating equipment. These records have been re-assembled and condensed so they can be handled by manual procedure, thereby effecting a considerable rental saving and without adding to the personnel.

Individual card index records are maintained for every bridge structure under State Maintenance. These structures are periodically checked in the field and current information recorded as to the condition and posted safe load limits for each bridge. All bridges have been assigned numbers which have been stenciled on the structure in the field. Photographs of different views of every bridge structure are kept on file.

The Division has prepared and is maintaining records which should prove of great value for the post war period. These records establish a basis for road construction and improvements which can be undertaken when the present conflict has been satisfactorily ended. They include estimates for every mile of roadway and for every structure in the State system, as well as a status of priority for each improvement. As improvements are made to the system these records are revised accordingly so that it is possible at all times to prepare an analysis of future requirements for any given period and for any estimated amount. The plan contemplates modernizing the State system of roads in conformity with estimated future traffic requirements, the work to be spread over a period of years on a basis of priority of need, with due consideration given to reasonably anticipated revenue.

The Division was instrumental in supplying State Highway Officials with much valuable data in 1941 that was made available to the Legislature for the purpose of assisting that body in providing legislation relating to gasoline taxes which would provide a permanent program for retiring county road bonded indebtedness without ad valorem levies. The legislation also provided additional aid to the Road Department for State Highway construction and maintenance purposes.

To receive the full benefits from the 1941 Gasoline tax legislation 219 bills designating approximately ten thousand separate county roads as State

roads were passed by the Legislature.

Practically all the existing publicly owned improved roads in the State are now in the State Designated Road System. Multilithed copies of these Acts were prepared by this Division and appropriate numbers assigned to each road.

Knowledge of the use to which the highways are put is of great value in programming future highway improvements, for that reason it is essential that continuous traffic records be collected and analyzed.

Although normal traffic has been upset by the war it is essential that certain basic traffic information be maintained and traffic surveys have been continued on a curtailed basis. The twenty permanently erected electric recorders, located at strategic points throughout the State, have been continuously operated and one man's full time is devoted to their maintenance and upkeep. The tapes, on which is stamped a record of passing traffic on an hourly basis, are collected weekly by employees of the Maintenance Department and forwarded to Tallahassee where the data is permanently recorded.

To supplement traffic data obtained from the permanent recorders a one-man party using 15 portable recorders covered the entire State System four times a year making counts at 350 locations and obtaining representative traffic figures on a seasonal basis for every section of the State. In normal times two field parties were used and the station locations were nearly doubled. However, it appears that the data obtained from the fewer stations, when combined with the records from the continuously operated permanent stations, provide representative traffic figures adequate for the abnormal period.

Traffic Flow Volumes, charted on State and Division maps, and prepared annually are made available by March of the year following. Traffic volumes and estimates are required on all Federal Aid Projects. Also, special counts were required in the vicinity of a number of military reservations to gauge traffic changes in and around the affected area.

PRIORITIES

In the early part of the year 1941, the Office of Production Management, under authority from the President, established the Priorities System. During the first part of the defense program priorities simply meant putting first things first, namely, giving preference to Military Orders when they conflicted with ordinary civilian orders or production. A preference (or priority) rating may be defined as the tag on a purchase order which governs the place that order will take in the war economy. The system today goes far beyond putting first things first. It may be defined generally as the primary method of controlling the flow of materials and finished products in the war economy.

The effects of the Priorities System on the State Road Department first began to appear during the summer of 1941. Purchase of some materials and repair parts began to be limited. This in particular applied to steel and other metals and their products.

In September 1941, the Office of Production Management issued Blanket Preference Rating Order P-22 which permitted highway departments and certain other industries to apply a preference rating of A-10 to deliveries of necessary repair parts. After being amended several times this order was replaced by Order P-100 which remains in effect and permits the Department to apply the A-10 rating to deliveries of necessary materials for maintenance, repair, or operating supplies.

Since October 1941 a priority order known as Limited Preference Rating Order No. P-19-e has been used for obtaining materials for the construction of roads and bridges which have been certified as defense projects. A separate P-19-e Order is issued for each defense highway project or for a group of related projects. To obtain a P-19-e Preference Rating Order, the Department must apply on designated forms through the Public Roads Administration to the War Production Board (which succeeded the Office of Production Management in the early part of 1942). The application must include a full description of the work, a sketch map, the total cost of the project, its relation toward the prosecution of the war, an itemized list of the construction materials required and estimated cost of each, an explanation of the necessity for use of critical materials, and certain other relevant data.

If the application is approved by the War Production Board, a P-19-e Order will be issued to the Department, assigning a preference rating to the delivery of certain items and quantities of materials, and equipment repair parts, for the project. This rating may be applied by the Department only, for deliveries to a contractor, except that, subsequent to November 7, 1942, a contractor is permitted to apply the rating to deliveries of repair parts for construction equipment other than automotive equipment or track-laying tractors.

Some materials are not obtainable with preference rating orders and some materials are not available on the ratings the Department is permitted to use. Where an item or particular quantity of material requires a higher preference rating for delivery than the Department has been issued, we are permitted to make a special application for the required preference rating for the particular item.

Bituminous road materials are restricted by the Office of the Petroleum Coordinator for War, and no person, including any governmental agency, may use bituminous materials on any road, street, driveway, etc., without first applying to the Public Roads Administration for, and receiving, a certificate of necessity of use of the bituminous material.

The State Road Department has been requested by the Public Roads Administration to inform the counties and municipalities in this State of the bituminous restrictions, and to assist them in applying for needed bituminous materials. Their applications are reviewed in the field by representatives of the Division Offices and then forwarded to the State Highway Engineer for his review and recommendation. They are then submitted to the Public Roads Administration. To keep up with a constantly changing trend of events, the Priority System is necessarily under continual revision.

RIGHT OF WAYS

During the first year of the present Gubernatorial Term the Right of Way Department continued to function in acquiring right of ways as it did during the prior Administration. The office force consisted of ten (10) with field personnel of the same number. An improvement over former years could be noted in the method of handling right of way affairs with county officials, and in the form of documents being secured; however, operations of this branch of the State Road Department had tended to stabilize as to procedure, and to follow certain well defined lines that have proved to be best suited to requirements of this State.

With the beginning of hostilities in December 1941, work assigned to the Right of Way Division assumed a different character from that formerly prevailing. Before the Declaration of War the principal duty of the Right of Way Division consisted in guiding the County in its procurement of right of ways needed in construction of State Roads. After Pearl Harbor, under the necessity of providing road facilities to Army and Navy Areas and Training Centers, funds were furnished in many instances by the Public Roads Administration for the purchase, under direction of the Department, of right of ways for access and defense roads. The Right of Way Division was put in charge of this work and these activities are of such extent as to consume most of the time and efforts of this Division.

In the conduct of this work, following receipt by the Department of the certification of a given project by the Public Roads Administration, the Right of Way Division prepares and submits to the Highway Engineer's Office for transmittal to the Office of the Public Roads Administration in Tallahassee, estimate of the cost of acquiring right of way for the project under consideration. This is based upon data secured from the right of way map furnished by the Location Engineer for the Division in which the project is located, from title search prepared by a local abstractor, from visual examination of the properties to be acquired, and from expressions of local appraisers as to values involved. When procurement at the estimated cost is authorized by the Public Roads Administration, our Agents contact owners and secure the various parcels of land at an agreed on price, or arrange for condemnation of same by the County Attorney. Title is taken in the name of the State and procedure in the majority of instances has been under Chapter 20304 and 20930, Acts of 1941.

Under arrangement with Public Roads Administration as outlined, the Right of Way Division has acquired right of way for 18 projects, composed of 450 parcels, at a total cost of \$101,000. In addition to this, estimates of costs of obtaining right of ways on 20 projects involving 750 parcels, have been submitted for consideration of Public Roads Administration. Of these a few have been deferred while some are being studied for final action and others have been approved for acquirement. These latter ones are being taken up as rapidly as abstracts can be prepared and data assembled in order to begin negotiations with owners.

The Right of Way Division has also acquired for Public Roads Administration, and at its cost, right of way for construction of two (2) Army Flight Strips. This involved the purchase of six parcels of land at a cost of something over \$17,000.

There are other access and defense projects on which right of ways are being acquired for which no Public Roads Administration funds have been allocated. In these instances cost of payment for the properties are being borne by the County involved, and all incidental work is being handled jointly by the Right of Way Division and County forces. Several of the largest access projects, for which right of ways have been acquired, are included in this classification and contain as many as 150 parcels to the project. There are still other projects on which various counties wish to acquire right of ways in order to be in position to begin construction on the return of conditions permitting such action, and assistance of this office is sought in drawing deeds and in furnishing customary information. There has been no diminution of the work that the Right of Way Division is called on to perform; on the contrary the volume has increased from month to month and it has become more exacting in nature.

FIELD DIVISION OPERATIONS

Field operations are conducted through five field Division Offices located at Bartow, Lake City, Chipley, Ft. Lauderdale and DeLand. With the completion of the First Division Office at Bartow, in June 1942, all Division staffs are now housed in new quarters.

During the past biennium the Division Engineers have had to meet many difficult situations as the transition from established procedures to those of War has been abrupt. Complicated by priorities, curtailment of necessary materials and equipment, cancelling out and abandoning projects under construction and loss of personnel to the Army, Navy and Defense Projects has disrupted procedures to a considerable degree. Non-essential road building has been eliminated. At the beginning of the past biennium plans were made and projects approved for construction and maintenance work comparable in extent to previous years. However, before many months had passed plans for ordinary development were upset by emergency war preparations and after the declaration of War in December, had to be abandoned in favor of emergency work supporting the war effort.

FIRST DIVISION - Headquarters at Bartow, Florida

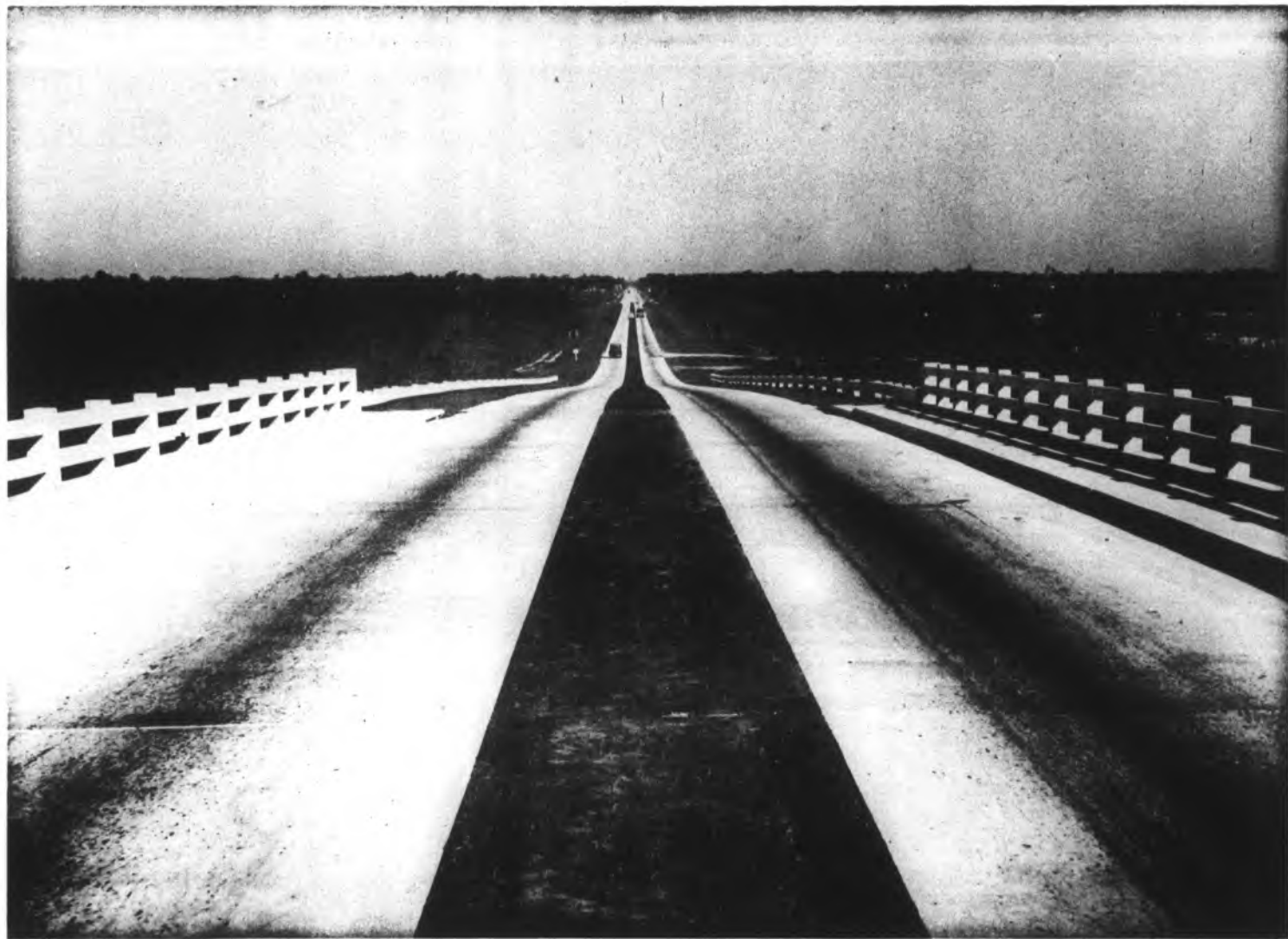
The work in the First Division during the past two years has as usual consisted of surveys and plans for construction projects and the construction and maintenance of Federal and State Roads. During these two years we have been called upon to give our assistance and cooperation to the Government in their vast construction program. Defense roads known as Military Access Roads have been surveyed, planned and supervised by the Division.

Because of the general curtailment of manpower and materials due to the War, road building in this Division has been confined to that which was immediately essential. We have attempted to use our surveys and plans department whenever possible, for the planning of future work to be done at the close of the War.

These past two years have seen the completion of the major portion of the dark stretches of the Gulf Coastal Highway, further improvements of State Road



OVERPASS—WEST OF PENSACOLA



TWO-LANE CONCRETE PAVEMENT, SAND BITUMINOUS MEDIAN STRIP—NEAR TAMPA

5, continued work on Federal Route 19, and the construction of three permanent type bridge structures on Cross-State Road 25, also the grading and paving of a considerable part of Cross-State Road 79.

The matter of soil-stabilization has been given considerable added importance and attention.

In June 1942, the First Division Office moved into its own new and modern office building at Bartow.

Many employees of this Division have gone into the Armed Forces of our Country. The service flag had 45 stars on it on December 31, 1942 including, unfortunately, one gold star.

SECOND DIVISION - Headquarters at Lake City, Florida

Following a heavy rainy season, the unprecedented rainfall of October 18-21 caused considerable flood damage in Dixie, Levy, Gilchrist and Alachua counties. Sixteen bridges were washed out and sections of state highways were under water at five locations. In addition to repairing bridges and raising roadway grades, one relief timber bridge was driven on Road 50 north of Oldtown.

Due to general conditions arising, no new construction was started, except the surfacing of a ten mile stretch on SR 15 between Withlacoochee River and Lebanon Station in Levy County.

The Division payroll showed a reduction in amount of 45.8% by the end of December 1942. The work increased to a high point in April 1942, dropping off sharply thereafter and continuing to decline the balance of the year.

The most notable construction projects completed and opened to traffic during this two year period in this Division, the Main Street Bridge across the St. Johns River at Jacksonville (Project 248-A) and the Roosevelt Boulevard (Project 5134), have been previously discussed under "Road Projects of Special Interest".

To provide for increased army traffic in the vicinity of Camp Blanding (Clay County) several projects have been built. Road No. 68 was completed from Gold Head Branch Park to the Duval County line, using a sand bituminous base with single surface treatment. Road No. 48 has been rebuilt from the Camp to Road No. 68, providing a 4-lane, divided highway, paved with lime rock base and retread surface. The Middleburg cut-off, connecting Camp Blanding to Road 68 at a point south of Middleburg, was built similar to last above, except that only one 2-lane roadway was paved. The road (No. 261) from Starke eastward to Camp Blanding was completed; the grading and structures for a divided 4-lane highway built by the State, and one 2-lane roadway was paved by use of 100% Federal Access Road funds. A connecting link 1.22 miles long was built between Road 261 and Road 48.

Although surveys and plans for five other proposed access roads in the Division have been completed, no work has been started on them due to request of Service Branches that they be held pending completion of plant construction in this area. Surveys and plans have also been made for proposed approach boulevard in South Jacksonville to the Main Street bridge and for proposed highway (Road 376) from South Jacksonville eastward to Jacksonville Beach.

Grading of 92-foot roadway and construction of drainage structures, outfall ditches, etc. is underway on Road 376 (Hogan Road) but no paving has been started due to war conditions.

Considerable work has been done in widening existing pavement, giving greater safety to the traveling public and reducing maintenance costs of keeping up edges and shoulders and many sections of badly cracked and unevenly settled concrete paving has been repaired.

THIRD DIVISION - Headquarters at Chipley, Florida

During 1941 and 1942 the State Maintained System in the Third Division was increased by the addition of 72 miles of road and 11,207 feet of bridges, including over 14 miles of municipal connecting links not previously maintained. The Division total is now 1,850 miles of roadway and 28.46 miles of bridges.

Due to the emergency some projects had to be suspended in an incomplete stage. This has resulted in the necessity for maintaining 131 miles of graded and drained roads and an additional 36 miles on which a 6" sand-clay base had been constructed, ready for surfacing when the emergency is over.

Construction work in this Division has consisted mostly in the supervision of Access Road to Army, Air and Naval Bases, and improvement to the Strategic Network System. In addition to the road from Pensacola to the Naval Air Station, described under "Projects of Special Interest", which serves a peak load of 800 cars per hour, auxiliary roads giving both the Main Base and Correy Field direct Access to U. S. 90 West of Pensacola have been completed or are under way.

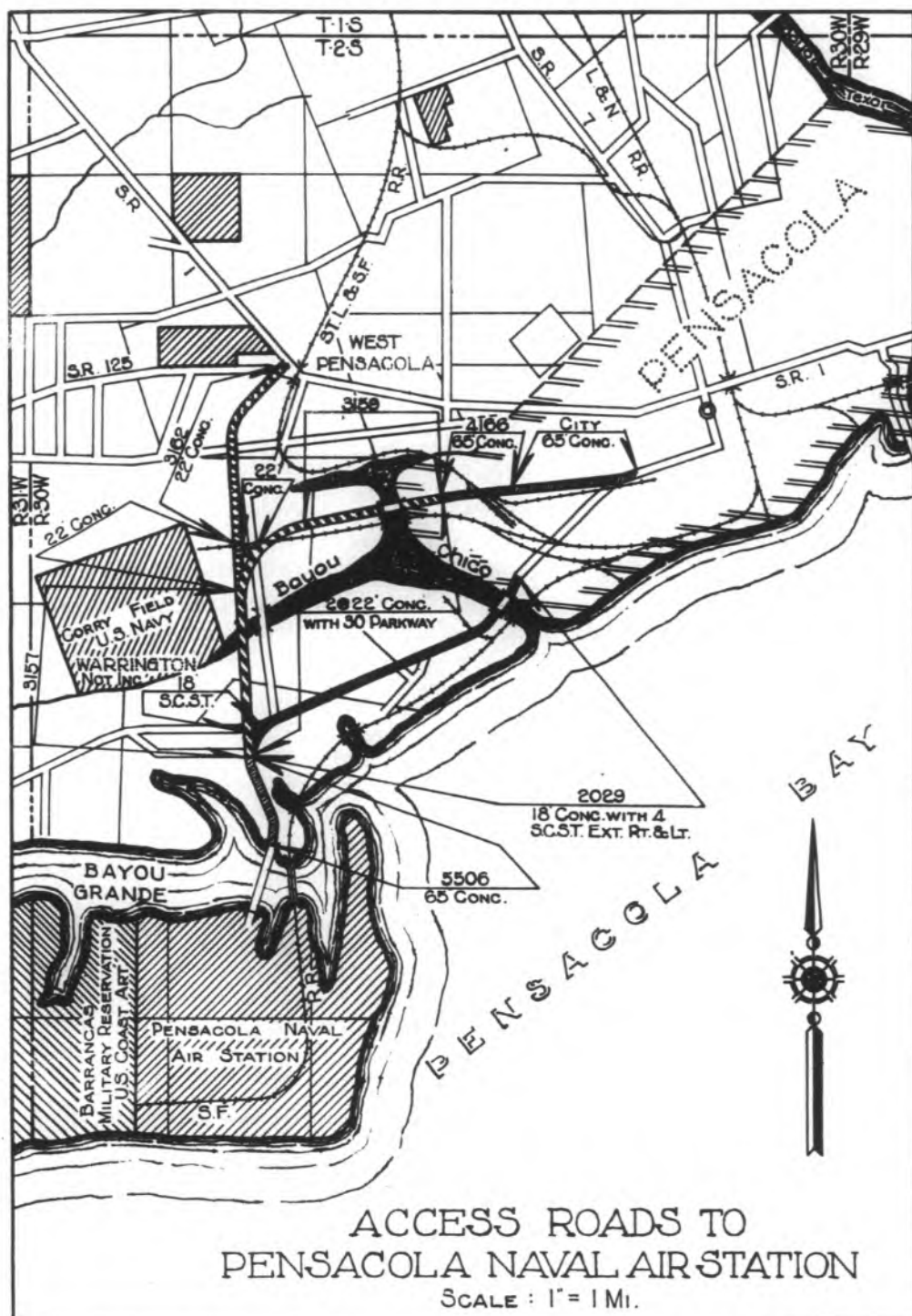
The heavy military hauling around the bases at Pensacola, Marianna, Panama City, Valparaiso, Tallahassee and Carrabelle have all called for new roads, improvements or additional maintenance work.

On this purely defense work we completed survey for 26 projects, prepared plans for 17, have work under way on 11 and have constructed and put into service 7.

On maintenance a new type of surface treatment was introduced when "mineral seal" was applied to 67.78 miles of old sand-bituminous road mix pavement that had begun to ravel badly. This treatment consists in the application of from 0.15 to 0.20 of a gallon of semi-solid or cut-back (RC-1-S) asphalt per square yard, followed by 0.15 cubic foot of slag or stone chips thoroughly rolled, which provides a new non-skid surface of much higher visibility for night driving and which also prevents further raveling of the base.

An additional burden was placed on this Division by action of the 1941 Legislature which made the Department responsible, for two years beginning July 1, 1941, for maintenance of all improved county roads in Washington County. In return the County was to turn over to the Department all road equipment and materials, furnish not over 25 able bodied county prisoners, and permit all of the county's share of the second gas tax not required for bond retirement to be used for maintenance, improvement and construction of such county roads.

As the State Board of Administration exercised a callable option on the bonds in July 1942 utilizing a great part of the county's gas tax allotment, funds accruing to the Department for maintenance and improvement of the approx-





imately 500 miles of additional roads, were far less than anticipated and needed. This experiment has left the conviction that local roads should remain the responsibility of local units of government.

FOURTH DIVISION - Headquarters at Ft. Lauderdale, Florida

In 1941, the State accepted the last section of SR 26, which completed a highway extending from Miami to South Bay at Lake Okeechobee. This highway traverses the rich muck lands of the Florida Everglades and has not only shortened the distance between Miami and the central part of the State but has, by reason of its method of construction, increased the drainage facilities of the North New River Canal by deepening this waterway; the material excavated having been used in the construction of the fill. This road has made available vast areas for cultivation which formerly were inaccessible. The road is a part of the Federal highway system, being on Federal Aid Route 19, and the Federal government participated in the cost of construction. Between Twenty Mile Bend and South Bay the road is parallel and adjacent to the North New River Canal.

The Department completed the construction of the replacement of timber trestle approach spans with concrete and a new steel draw span across the Inland Waterway on SR 162 at Ft. Pierce. The old draw span was narrow and badly deteriorated. The new draw span is the first all-weld structure designed by the Department and constructed in the State of Florida.

In 1942, the Department accepted from the contractor the last road section of Road 26 from SR 149 to Port Everglades. This section lies between the Davie Road and Andrews Avenue in Ft. Lauderdale. Due to the War effort the Department was unable to secure steel for the construction of a draw span across the south fork of New River; however, plans are now being prepared to rehabilitate the old span removed from SR 162 at Ft. Pierce and use it at this crossing until such time as a span of modern design can be erected. Until this span is completed the traveling public will not have full use of the road project and must enter Ft. Lauderdale on the old road.

During the past two years the Department has been modernizing Road 164 between Everglades and Immokalee. Several timber-span type bridges have been replaced by modern concrete bridges on steel piling constructed with the assistance of the Federal Government. Within this two-year period approximately fifteen miles of pavement has been constructed, consisting of ten miles of sand bituminous road mix from Immokalee south, and five miles of rock base surface-treated in the vicinity of Deep Lake. There remains to be paved 8.7 miles between these new sections and six miles between Immokalee and the Hendry County line. These sections were contemplated for construction, but due to War conditions have been deferred for the duration.

August 1942 saw the completion of a project which eliminated two-grade crossings in Okeechobee. It involved construction of an overpass and approaches on Road 8 over the S.A.L. Railway, and the realignment of Road 85 to utilize the overpass.

Perhaps the most noteworthy accomplishment of the Department in this biennial period has been the initiation of the construction of the Overseas Highway with the assistance of the Federal government as an access road to the Key West Naval Base which is described in detail elsewhere in this report.

The Department now has under contract the construction of a flight strip at Marathon, which is located on the Keys about 65 miles from Key West. The site for this project was selected by the Army Air Force and all of the cost is being borne by the Federal Government under the direction of the Public Roads Administration. The construction of this strip is unusual as the terrain is entirely coral rock. The completed project will provide a cleared area 8,000 feet long and 1,000 feet wide, a graded area 6,000 feet long and 500 feet wide, and a paved area 4,000 feet long and 250 feet wide; however, due to the use of the nature rock the entire graded area will be suitable for landing planes.

Under construction for sometime has been the proposed dual lane highway connecting Road 4 and Road 140 at Sunny Isles. This project included the construction of a drawbridge across the Inland Waterway. Due to War restrictions the Department was unable to secure priority for the bascule type draw span and operations have been suspended.

Reconstruction of a 12-mile section of the Tamiami Trail (SR 27) immediately west of Miami was nearly completed. In this reconstruction the pavement was moved farther from the Tamiami Canal and all muck was removed from under the roadway, thus providing a stable roadbed for a long time to come. At the time the project was initiated 200 feet of right of way was obtained in order to provide room to make this a dual lane highway when traffic might warrant the additional construction.

FIFTH DIVISION - Headquarters at DeLand, Florida

Road construction and improvement activities in this Division have paralleled those in other sections of the State. Transition from normal to defense activities began in 1940 and in 1941 the transition advanced to its ultimate stage of actual war operations. In the first transition the objective in highway improvement was modified so as to give some consideration to military aspects; upon our entering the war the military aspects became the controlling influence.

Maintenance has, of course, been continued on all sections of the State Maintained System but construction and improvement operations have been limited principally to work on Access and Strategic Network Roads. Most of such construction activities have centered around the Banana River Naval Air Station at Cocoa in Brevard County and the Naval Operations and Training Base at DeLand in Volusia County.

Construction of Access Roads and improvement of bridges around the Banana River Station, involving approximately 27 miles and an estimated cost of \$1,531,000 were practically completed except for 2.94 miles from SR 140 to Eau Gallie. One of the main problems in this area was providing bridges of adequate strength for heavy military vehicles. The use of inadequate bridges by such vehicles placed an acute burden on maintenance.

Construction of Road 21 (U.S. 92) from Daytona Beach connects and gives access to both the Naval Operations and Training Base at DeLand and the Base at Daytona Beach. One of the projects on this road which was just getting under way at the beginning of the biennium covers the construction of 8.552 miles of roadway and 0.040 of a mile of bridges at an estimated cost of \$646,000. The width will be: For 0.122 of a mile in DeLand, 43 feet; for 0.963 of a mile transition pavement entering DeLand, two 23½-foot reducing to two 22-foot



OVERSEAS HIGHWAY—CONVERTING RAILROAD VIADUCT TO HIGHWAY SECTION



MODERN DESIGN—OVERPASS NORTH OF WILDWOOD •

lanes; and 22 feet for the remaining roadway and bridges.

The east 8.636 miles of the road being built under another project and terminating in Daytona Beach is estimated to cost \$690,000 has two 22-foot lanes for 0.964 miles inside Daytona Beach and one 22-foot lane for the remaining length.

In the last quarter of 1942 a project for relocating 4.32 miles of Road 21 by the Naval Base at DeLand was certified for construction as an Access Road.

Other construction activities being carried on at the end of the biennium have been discussed or cited in a previous section relating to Bridges and Grade Crossing elimination.

Division personnel has declined in the last two years and even the convict labor is not as plentiful as it was before the war. Although there has been a decrease in through travel which ordinarily might be expected to cut down maintenance requirement to some extent on certain sections of the 1,893 miles of roads and bridges maintained in this Division the overall Maintenance problems are increased due to heavy traffic around the war bases.

This Division along with all others in the State has intensified its effort to produce more of the food consumed by the convict labor. The three camps located in this area cultivate 18 acres of truck, 83 acres of corn, 55 acres of peanuts, 5 acres of sweet potatoes and 16 acres of hog pasture.

DIVISION OF OUTDOOR ADVERTISING

The Division of Outdoor Advertising was established on October 1, 1941 under authority of the 1941 "Act to Regulate Outdoor Advertising Outside of the Corporate Limits of Cities and Incorporated Towns in Sight of Public Highways". The Act provides for its administration by the Chairman of the State Road Department and requires all persons engaged in the business of Outdoor Advertising to pay an annual license fee of \$75 if operating in one to eight counties and \$200 if operating in more than eight, and requires a permit fee of 2¢ per square foot annually for each advertisement, sign, or advertising structure erected and maintained, with certain limited exceptions. It also controls the location of such advertisements, and prohibits certain kinds of advertisements altogether.

The Supreme Court of Florida, on December 19, 1941, held questioned provisions of the Act to be valid. This decision was given wide publicity and resulted in a number of persons complying promptly with the Law. Field Representatives of the Division interviewed hundreds of persons throughout the State for the purpose of acquainting them with the Law and encouraging all to comply with its provisions by either relocating their advertising structures, signs, or advertisements and applying for Permits to maintain them, or taking down and salvaging them for one use or another.

Fully 90 percent of those who maintained advertising structures, signs and advertisements have approved the Law, after understanding its provisions and purposes, and have cooperated with this Division--as have many civic organiza-

tions and land owners. In no case has it been necessary to recommend that a person be arrested for violating the Law.

More than 115,000 advertisements and signs--principally paper and cardboard advertisements and small metal signs have been removed by employees of the Department and by land owners from fences, posts, trees and buildings in sight of the public highways. It became necessary for employees to take down a number of structures and signs maintained unlawfully by persons who would not--after having been interviewed, advised fully, and given ample opportunity--comply with the Law.

No litigation has resulted from taking down structures, signs, or advertisements, and none is anticipated because each person affected by the Law has been and will be treated courteously, advised fully, and given ample opportunity to comply with its provisions.

License and Permit Fees Received

October 1, 1941-September 30, 1942	License Fees	\$ 8,460.00	
October 1, 1941-September 30, 1942	Permit Fees	<u>19,815.57</u>	\$ 28,275.57
October 1, 1942-December 31, 1942	License Fees	\$ 5,545.00	
October 1, 1942-December 31, 1942	Permit Fees	<u>12,158.34</u>	\$ 17,703.34
			\$ 45,978.91

It is not anticipated that either the License or the Permit Fees received during year ending September 30, 1943 will equal those received during year ending September 30, 1942 for the reason that, because of war conditions and gasoline rationing, a number of owners have taken down and stored their structures and signs, or have left them standing and "blanked out" their advertisements, and will not in either case make use of them until normal business returns. Then, it is believed, there will be a large demand for commercial advertising along highways--especially along Florida Highways, for obvious reasons.

It is proposed, in view of present conditions, to reduce the expense of this Division at least \$600 a month, beginning February 1, 1943.

REPORT OF THE TRAFFIC MANAGER

In addition to the regular duties of quoting freight rates for the Purchasing Department, verifying all freight bills and preparing data for hearings and proceedings before the Florida Railroad Commission and rate making associations, the Traffic Manager has participated in other varied activities during the past two years.

A very complete survey of the gasoline-fuel oil situation was made during August 1941 and recommendations were submitted at that time for rail-barge service from the Gulf ports to Jacksonville, thence barge service beyond. The practicability of this method of handling has at last been recognized.

The Office of Defense Transportation was established during this period, and a very comprehensive study was submitted during the early days of this organization to obtain relief from the provisions of return loads on trucks handling citrus fruits and vegetables out of Florida. Certain modifications in these various ODT orders have since been made.

The Traffic Manager also participated in hearings involving the Southern Class Rate Structure now before the Interstate Commerce Commission and has attended several hearings before the State Commission involving matters of interest to the Department.

REPORT OF THE ATTORNEY'S OFFICE

Work of the Attorney's Office was above normal during the 1941-1942 biennium. Changes in gasoline tax laws, expanded activity in acquiring right of ways for Access Roads and Flight Strips for the Federal Government, the addition of the Outdoor Advertising Division to the Department, and the special work required in connection with the Overseas Highway have accounted for this fact.

Implementation of the Governor's Gasoline Tax and County Bond Retirement Program required the careful preparation of five separate Acts or Resolutions, and the Attorney's Office, forming a part of the committee to draft the Legislation, devoted considerable time and attention to the work. An incidental phase connected with the program was the necessity for designating a legion of County Roads as State Roads. This office prepared many of these road designation laws, as well as other laws relating to the Department, for Members of the Legislature. The 1941 gas tax program also called for an audit to ascertain additional county credits and the Attorney's Office assisted in setting up the machinery to accomplish this.

The Attorney's Office was called upon to assist in setting up the Division of Outdoor Advertising, pursuant to provision of the Outdoor Advertising Act of 1941 and handled litigation resulting in favorable decisions by the Supreme Court upholding questioned provision of the Act.

Increased activity of the Federal Government in building Military Access and Strategic Network Roads and Flight Strips have required numerous agreements with the Public Roads Administration which have largely been prepared by this office. Departing from past policy the Federal Government has made provision to pay for acquirement of right of ways, under Department direction, and this has increased considerably that phase of our work.

Establishment of Wartime bases has also created the necessity of condemning State Roads within such bases, the construction of by-pass routes for closed roads and, in some cases, of acquiring highway right of ways within or through the bases; all of which matters required our attention and handling. Additional duties brought on by the war, which required our assistance, were the closure of roads to serve military needs by State Defense Council, and the securing of priorities from the War Production Board for the purchase of critical material.

Getting the Overseas Highway completion program underway, with the cooperation of the Public Roads Administration, has necessitated unending consultation, planning and negotiating. Involved in the transactions are also Monroe County and the Overseas Road and Toll Bridge District. In order to coordinate the work the Department's Attorney has also been made Attorney for the District.

Other functions more in keeping with normal operations included: (1) representing the Department in several cases in the Circuit Courts and the Supreme Court, (2) preparing and supplying County authorities condemnation pleadings for securing right of ways and examining abstracts of title to highway right of ways and sites for maintenance depots and convict camps, (3) preparing contracts and agreements entered into between the Department and various counties, and working out legal details with county officials regarding use of surplus Second Gas Tax for constructing roads, (4) preparing contracts for construction work, etc. and assisting in settling controversies between the Department and Road Contractors, (5) preparing resolutions for adoption of the Members of the Department, and rendering numerous legal opinions requested by Department officials, (6) investigating numerous accident claims against the Department and reporting on several to the Claims Committee of the 1941 Legislature, (7) collecting several thousand dollars arising from damage to bridges and other Department property, and (8) handling many Workmen's Compensation matters involving Department employees.

AUDITOR'S REPORT

The financial status and operations of the Department are set forth in the exhibits and schedules in the table section of this report and include the following:

- Exhibit "A" Financial Statement of all funds,
December 31, 1941
- Exhibit "B" Financial Statement of all funds,
December 31, 1942
- Schedule 1 Statistical Statement of sources and amount of revenues
from October 1915 to December 31, 1942
- Schedule 2 Encumbrances to December 31, 1942
(operating costs)
- Schedule 3 Cash Receipts and Disbursements by months for the year 1941
- Schedule 4 Cash Receipts and Disbursements by months for the year 1942
- Schedule 5 County Second Gas Tax. Receipts and Disbursements to
December 31, 1942
- Schedule 6 County Gas Tax Surplus. Receipts and Disbursements to
December 31, 1942

Under Mandate of the 1941 Legislature the Chairman and the Auditor of the State Road Department were required to make two audits relating to expenditures on county roads as a basis for setting up credits supplementing those established under the 1931 Act, entitling the counties to further participation in

State Gasoline Tax Allocations. The first audit was to determine the amounts of the counties contribution to the cost of constructing county roads which had been designated as State roads since 1931 and including those designated in the 1941 Legislature. The second audit was to arrive at the amount of interest paid or to be paid on funds contributed, or calculated interest if the funds represented cash and not borrowed money.

To effect the audit it was necessary to examine and record data from all County Road and Bridge Bond issues, to examine the fiscal records of all counties as far back as 1915, and to survey and appraise all affected roads on which complete record of financing was not available. The task required the services of a special corps of 52 auditors, many of whom had assisted in the original audit made in 1931.

Through splendid cooperation of other State and County officials and arduous work of the auditors, this formidable undertaking was completed to the satisfaction of the counties on time and within the amount appropriated. It was reviewed and approved by the Comptroller of Florida, and resulted in setting up \$349,005,647.39 of additional credits for the counties. These additional credits enabled a number of counties whose original credits were exhausted to participate in the distribution of gasoline tax revenue during the interim between July 1, 1941 and December 31, 1942, after which the gasoline tax amendment to the constitution became effective.

DEPARTMENT GROUP INSURANCE: A number of State Road Department employees availed themselves of the opportunity to subscribe to a Group Insurance Plan as authorized by the 1941 Legislature which allowed the State Comptroller to make deductions for premiums.

This group plan covers Life, Health and Accident insurance as well as Hospitalization. There are now over 700 employees participating in this group plan. A number of claims have been handled during the past eighteen months, some for death and some for accident and illness. All claims have been amicably settled at this writing.

Each employee is protected while on the job under the Workmen's Compensation Act, the Road Department acting as self-insurer. The group plan of insurance protects such employee (member) off the job.

Although normal State Highway construction has declined, a stepping up of Federal construction activity has prevented any reduction in the work handled by this office in the past biennium. In addition to the special audit already discussed, the increased number and kinds of projects occasioned by military needs, with various degrees of Federal participation, has increased the accounts and record keeping. The handling of 3½ million dollars involved in projects of completing the Overseas Highway to Key West, the major part of which the Department is undertaking by force account, has required a special auditing set up to handle the various transactions which are somewhat involved because the Federal participation brings its attendant exacting restrictions.

The Purchasing Division of the Department has encountered numerous handicaps and difficulties in the purchasing of supplies, materials and equipment for the operations of the Department and in assisting the road contractor in obtaining priorities and releases of materials so that they could continue their contracts. Government reports and requirements have been burdensome to

the Department and particularly to the Purchasing Section.

PURCHASING SECTION

During the period 1941-42 the problems of securing supplies and materials needed in the operation of the State Road Department have become more difficult day by day. The personnel has had to make every effort to become and keep familiar with the vast number of rules, regulations and orders issued by the War Production Board covering priorities, allocations and limitations; and of the Office of Price Administration relating to rationing. These and other emergency government regulations required filing numerous forms and reports in order to carry on the operations of the Department.

During the year 1942 the Rationing Program covered Tires, Tubes, Gasoline, Fuel Oil, Sugar, Coffee and other commodities, each of which required setting up certain records and filing necessary reports giving information to the Government agencies on each commodity and necessitated continual contact both with the Local and State Rationing Offices.

As the Department uses supplies and materials in practically every class of material or commodity, practically every order issued by the War Production Board is of vital interest and must be studied.

It has been necessary for this department to prepare and assist in preparing a large number of reports supplying information to the War Production Board regarding inventories and uses of certain classes of materials as well as estimates for the anticipated requirements of maintenance and operating supplies for periods of from 3 to 18 months in advance. (The Priorities Section, previously discussed, must do the same thing for construction and contractors supplies.)

Most of these are recurring reports required at stated periods and it is expected that other commodities, shoes, clothing, meats and foodstuffs will be added to the Ration List at an early date, which will add to the work in this office.

WORKMEN'S COMPENSATION

Since July 1, 1935, the effective date of Florida's Workmen's Compensation Act, the State Road Department has operated as a self-insurer. This type of operation necessitated setting up within the Department a Compensation Division to review and adjust all claims arising from accidental injuries to employees, and to coordinate and assist in the activities of the Department's Safety Division's program to promote safe practices among our employees and to reduce accidents. Close cooperation between the Compensation and Safety Divisions shows continuing progress, a saving in dollars and cents and, in addition to this, the elimination of much suffering, misery and loss of limb and life.

For the purpose of accident prevention and first aid training, the Department maintains a Safety Division with two field representatives working in cooperation with the Safety Department of the Florida Industrial Commission. These representatives keep in close touch with all field activities of the De-

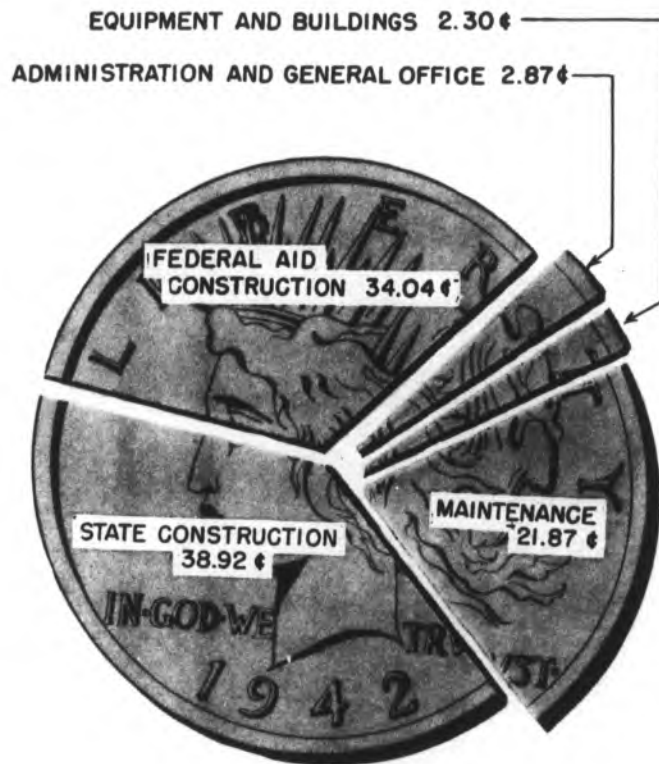
partment, make routine inspection, reports and recommendations; conduct first aid instruction classes under the supervision of the American Red Cross, and provide adequate first aid supplies and safety equipment procured by the Compensation Division. The safety representatives are also called upon to assist, when needed, in the handling and investigation of certain cases of injury.

While the mere number of cases is indicative of a great amount of effort, it does not convey in itself the volume of work involved in the handling of thousands of medical, hospitalization, nurse, drug, and other necessary claims incidental to the completion of these cases which must each be carefully examined, investigated and approved before payment is made. Every accident necessitates the handling of approximately eight reports, copies of which, under the law, must be filed with the Florida Industrial Commission. All compensation due injured employees is paid by a pay roll prepared by this Division on the first and fifteenth of each month.

The number of accident cases handled by the Department in 1942 was 30 per cent under those handled in 1941 and 24 percent under the average for the previous five and a half year period since passage of the Florida Workmen's Compensation Act. This was effected by a reorganization of the Safety program under which the personnel of the Department were trained in proper safety precautions. There were 315 cases handled in 1942, 439 cases handled in 1941, and an average of 411 cases handled each year since effective date of the Act. The Department spent \$29,670.48 in this program in 1942 which was 19 per cent less than the amount spent for the previous year and 16½ per cent under the average amount spent by the Department each year since the effective date of the Act. These reductions were made in spite of the fact that during the War period the turn-over in employment has been very great and the records of the Department show that most accidents occur by the fault of employees who have been in the Department less than 6 months. It is believed that after the emergency when the turn-over in employment will be stabilized that by further training of personnel in safety regulations the Department can further reduce the cost of its participation in the Workmen's Compensation insurance program.



Where the Highway Dollar Comes From



Where the Highway Dollar Goes

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION

Exhibit "A"

BALANCE SHEET

DECEMBER 31, 1941

ASSETS

CASH--CURRENT

State Road license Fund--Gasoline	\$ 4,601,163.65	
Bank of Boston	55.90	
State Road Distribution Fund	4,034.23	
State Trust Fund	40,000.00	
		\$ 4,645,253.78

CASH IN TRUST FOR SPECIFIED EXPENDITURES

Amount Held in Trust for Specific Expenditures under Second Provision of Chapter No. 15659, Acts of 1931	667,107.72	
Amount Held in Trust for Specific Expenditures under Chapter No. 30302, Acts of 1941	1,808,542.82	
		2,475,650.54

RECEIVABLES DUE FROM PUBLIC ROADS ADMINISTRATION

Due for Work Completed	257,019.88	
Due for Work Under Way	528,016.87	781,056.75

CAPITAL INVESTMENT

**Construction of General Highway System	\$ 186,758,846.08	
Less--Amount of Future Payments in Connection with existing Bridge Purchase Agreements	1,047,700.00	185,711,146.08
Equipment and Buildings--Net		1,601,228.92
Investories--Current		154,978.53
Accounts Receivable		106,596.35
		187,773,949.88

CAPITAL EXPENSES

Maintenance and Traffic	49,122,852.13	
State Highway Planning Survey	597,618.43	49,720,470.56

MISCELLANEOUS

State Planning Board	98,031.93	
Division of Airways	107,078.37	
Division of Outdoor Advertising	10,576.22	
Special County Audit--1941	50,318.21	
Funds Diverted to General Revenue during years 1928 to 1932, inclusive	1,385,598.88	1,651,603.61

\$ 247,048,185.12

** NOTE--The figures here shown indicate accumulated historic investment by the Department since it was first organized, but do not represent the actual cost nor the physical valuation of the existing highway system maintained by the Department. Correct figures can be established only by an exhaustive physical inventory and adjustment to conform with fact then disclosed.

LIABILITIES

ACCOUNTS PAYABLE--CURRENT

Payrolls	\$ 123,958.29	
Contractors Estimates	1,136,556.84	
Audited Bills Payable	326,377.17	
Bridge Leases and Lease Purchases	68,557.50	
		\$ 1,655,449.80

PLACES FOR SPECIFIED EXPENDITURES

Amount Held in Trust for Specified Expenditures under Second Provision of Chapter No. 15659, Acts of 1931	667,107.72	
Amount Held in Trust for Specified Expenditures under Chapter No. 30302, Acts of 1941	1,808,542.82	
		2,475,650.54

FREE SURPLUS

Cash and Receivables in Excess of Current Accounts Payable	3,772,860.73
--	--------------

**CAPITAL SURPLUS	239,146,024.05
	\$ 247,048,185.12

** NOTE--The figures here shown represent the accumulated historic surplus and are subject to adjustment to conform with fact, if and when a physical inventory of the existing highway system is undertaken.

ANALYSIS OF CAPITAL SURPLUS

Revenues Collected to December 31, 1941, as per Schedule 1	\$ 244,613,678.57
Earned Revenues Uncollected	781,056.75
	245,394,735.32

Less:	
Funds in Trust	\$ 2,475,650.54
Free Surplus, December 31, 1941	3,772,860.73
	6,248,511.27
	\$ 239,146,024.05

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION

Exhibit "B"

BALANCE SHEET
DECEMBER 31, 1942

ASSETS

CASH--CURRENT

State Road License Fund--Gasoline	\$ 4,935,049.82	
Bank of Bostifay	55.90	
Outdoor Advertising Fund	13,078.24	
State Trust Fund	40,000.00	
		\$ 4,988,183.96

CASH IN TRUST FOR SPECIFIED EXPENDITURES

Amount Held in Trust for Specific Expenditures under Second Provision of Chapter No. 15659, Acts 1941	397,866.34	
Amount Held in Trust for Specific Expenditures under Chapter No. 20502, Acts 1941	2,552,987.49	
		2,950,853.83

CASH IN TRUST

Federal Trust Account Defense Highway Acts 1941		431,141.68
---	--	------------

RECEIVABLES DUE FROM PUBLIC ROADS ADMINISTRATION

Due for Work Completed	331,359.77	
Due for Work Under Way	515,928.25	
		847,188.02

CAPITAL INVESTMENT

**Construction of General Highway System	\$ 108,013,208.42	
Less--Amount of Future Payments in connection with existing Bridge Purchase Agreements	3,143,650.00	
		104,869,558.42
Equipment and Buildings--Net	1,516,096.77	
Inventories--Current	611,437.56	
Accounts Receivable	105,696.09	
		197,100,786.64

CAPITAL EXPENSE

Maintenance and Traffic	51,966,751.88	
State Highway Planning Survey	667,228.90	
		52,634,080.78

MISCELLANEOUS

State Planning Board	110,531.93	
Division of Airways	118,989.51	
Division of Outdoor Advertising	42,218.13	
Special County Audit--1941	51,215.47	
Funds Diverted to General Revenue during years 1928 to 1932, inclusive	1,385,598.88	
		1,708,553.92
		\$ 260,660,788.83

** NOTE--The figures here shown indicate accumulated historic investment by the Department since it was first organized, but do not represent the actual cost nor the physical valuation of the existing highway system maintained by the Department. Correct figures can be established only by an exhaustive physical inventory and adjustment to conform with fact then disclosed.

LIABILITIES

ACCOUNTS PAYABLE --CURRENT

Payrolls	\$		
Contractors Estimates		688,197.63	
Audited Bills Payable		156,368.58	
Bridge Leases and Lease Purchases		38,719.83	
			\$ 883,286.04

PLACES FOR SPECIFIED EXPENDITURES

Amount Held in Trust for Specific Expenditures under Second Provision of Chapter No. 15659, Acts 1941	397,866.34	
Amount Held in Trust for Specific Expenditures under Chapter No. 20502, Acts 1941	2,552,987.49	
		2,950,853.83

ADVANCES

Federal Trust Account Defense Highway Act 1941		500,000.00
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FREE SURPLUS

Cash and Receivables in Excess of Current Accounts Payable		4,952,085.94
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**CAPITAL SURPLUS		\$ 251,374,561.02
		\$ 260,660,788.83

** NOTE--The figures here shown represent the accumulated historic surplus and are subject to adjustment, to conform with fact, if and when a physical inventory of the existing highway system is undertaken.

ANALYSIS OF CAPITAL SURPLUS

Revenues Collected to December 31, 1942, as per Schedule 1	\$ 258,430,314.77
Earned Revenues Uncollected	847,188.02
	259,277,502.79
Less:	
Funds in Trust	\$ 2,950,853.83
Free Surplus, December 31, 1942	4,952,085.94
	7,902,939.77
	\$ 251,374,561.02

STATE ROAD DEPARTMENT OF FLORIDA

Schedule 1

GENERAL ACCOUNTING DIVISION

STATISTICAL STATEMENT SHOWING RESOURCES FROM THE SEVERAL TAX FUNDS
SINCE INAUGURATION OF STATE ROAD DEPARTMENT
OCTOBER 1915 TO DECEMBER 31, 1942

	(1) 15% & 5% GENERAL ADMINISTRATIVE	(2) AUTO LICENSE	(3) STATE TAX AD VALOREM	(4) FEDERAL GOVERNMENT	(5) GASOLINE INSPECTION	(6) GASOLINE 1¢, 2¢ and 3¢	(7) ROAD MAINTENANCE FUND	(8) COUNTY, TOWN & MISCELLANEOUS DONATIONS	(9) SECOND GASOLINE TAX	(10) COUNTY GAS TAX SURPLUS	TOTAL
Nov. and Dec. 1915	\$ 3,646.90										\$ 3,646.90
1916	30,248.23										30,248.23
1917	21,439.42							238.79			21,678.21
1918	42,104.42	236,300.00	175,842.11	9,972.55				11,111.22			475,390.30
1919	52,443.82	297,034.63	290,532.41	11,759.19				71,157.76			722,927.81
1920	73,725.00	425,775.00	694,814.77	209,060.84	17,850.32			239,320.49			1,660,546.42
1921	101,133.44	570,401.51	643,371.16	290,308.38	55,824.74	228,056.41		111,708.76			2,200,806.36
1922	71,623.51	1,000,729.20	396,205.19	822,965.84	80,803.14	601,336.71		580,716.92			3,576,381.51
1923	92,968.50	1,301,560.08	427,243.17	820,063.74	91,884.70	1,261,845.08		515,988.35			4,511,553.62
1924	112,579.83	1,576,118.04	484,392.88	1,071,207.04	126,325.66	2,448,855.49	70,001.40	879,219.83			6,708,780.17
1925	164,768.30	2,306,727.50	505,109.94	1,080,574.24	169,308.01	4,355,634.61	80,000.00	1,689,856.43			10,351,979.03
1926	314,384.20	4,399,418.71	584,426.09	1,007,684.16	210,822.46	8,636,358.93	200,000.00	614,137.61			15,906,912.16
1927	391,710.05	4,221,926.26	132,566.97	1,688,401.62	208,686.75	8,243,591.13	90,000.00	4,426,113.03			19,043,095.86
1928	288,621.58	3,260,716.39	4,649.30	872,513.91		6,770,508.10		3,053,105.82			14,130,117.10
1929	230,848.16	3,231,873.75	122.38	520,766.72		5,851,384.86		1,423,768.22			11,462,764.79
1930	225,098.46	3,151,378.57	283.16	1,230,204.44		4,527,699.18		840,555.08			9,975,218.80
1931	216,159.86	3,006,237.92	147.92	2,831,807.33		5,572,259.67		284,828.21			12,031,470.91
1932	61.86	865.99	7.11	735,557.99		6,350,235.99		113,968.45			7,200,697.39
1933	137.00	1,918.02	3.37	3,392,259.89		6,064,535.31		140,557.17			9,597,410.76
1934			5.73	5,996,613.21		8,990,935.43		167,318.04			13,154,872.41
1935			-90	2,587,674.89		7,456,722.47		53,915.27			12,208,333.53
1936			3.25	4,355,421.41		8,539,279.15		5,567.07			12,900,270.88
1937			24.35	3,070,182.52		9,478,380.79		37,069.91			12,585,657.57
1938			-04	1,968,711.70		9,771,785.53		375,338.82			12,814,508.22
1939			-05	2,975,513.95		10,423,741.85		203,646.66			16,106,332.33
1940				2,568,733.39		11,540,956.72		103,021.70			16,853,518.26
1941			-40	1,996,813.36		14,006,948.49		3,704.49			19,808,560.75
1942				2,578,868.02		9,972,291.22		47,765.43			13,816,636.20
* TOTAL RECEIPTS	\$ 2,283,622.50	\$ 28,950,979.57	\$ 4,219,753.65	\$ 44,913,520.33	\$ 1,051,527.78	\$ 149,225,463.17	\$ 440,001.40	\$ 16,293,730.23	\$ 7,911,907.42	\$ 3,069,806.72	\$ 258,430,314.77
* DISBURSEMENTS -- Nov. 1915 to Dec. 1942, inclusive	\$ 2,283,622.50	\$ 28,950,979.57	\$ 4,219,753.65	\$ 44,913,520.33	\$ 1,051,527.78	\$ 144,360,413.35	\$ 440,001.40	\$ 16,280,596.09	\$ 7,514,061.08	\$ 516,819.23	\$ 250,531,276.98
BALANCE -- Revenue Dec. 31, 1942						\$ 4,935,049.82		\$ 13,134.14*	\$ 397,866.34	\$ 2,552,987.49	\$ 7,849,037.79
** Balance in State Trust Fund--Net											40,000.00
TOTAL CASH BALANCE DECEMBER 31, 1942											\$ 7,939,037.79

(1) November 1915 to December 31, 1921, inclusive--15% of Net Receipts from Sale of Auto License was allotted for Salaries of Chairmen and Members, also for maintaining General Office, effective January 1, 1922 this was reduced to 5% July 1, 1931, receipts went to School Fund.

(2) Years 1918 to 1921, inclusive--8% of Net Receipts from sale of Auto License was allotted Counties, but turned over to this Department for Disbursement. Proportion allowed each County was on percentage basis, using Tax Valuation as basis. This manner of handling was changed in 1922 as follows: All Receipts pooled, from Pool actual expense of getting out tags was deducted. The net was then divided--25% remitted to counties direct; 5% allowed for General Office Maintenance, and 70% for Construction of Roads, July 1, 1931, receipts from Motor Vehicle License fund were turned over to School Fund.

(3) Ad Valorem Tax on Real and Personal Property for Road Purposes. This Tax was repealed by Legislative Session 1927.

(4) Amount received from Federal Government. This does not represent the amount allotted but is amount actually paid in, including Grants and Flood Claims.

(5) Effective 1921, an Inspection Tax of 1/8¢ per gallon was imposed on Gasoline sold within the state. No revenue from this source since the year 1927.

(6) Effective 1921, a tax of 1¢ per gallon was imposed on Gasoline; July 1923 this was increased to 2¢; July 1925 increased to 3¢; July 1929 reduced to 2¢; and July 1, 1931 increased to 3¢. In addition to the first 3¢ effective July 1, 1941 this fund includes surplus, in excess of County Gasoline Receipts for the year 1938, in the amount of \$1,640,738.06. This fund also receives Gasoline Dealers License after deducting expenses.

(7) Represents proportion allowed as set receipts from sale of Auto Registration Certificates. No revenue from this source since the year 1927.

(8) Paid in by Counties, Towns and Columbia County Bonds as contributions on Roads constructed or to be constructed. Also includes receipts of Outdoor Advertising Fund.

(9) Amount received under Second and Third Provisions of Second Gasoline Tax (Chapter 1569, Acts of the 1931 Legislative Session) and Second Gas Tax under Provisions of Chapter 1927, Acts of 1939 Legislative Session.

(10) Amount received under County Gas Tax Surplus (Chapter 2032, Acts of the 1941 Legislative Session).

* The above Receipts and Disbursements include \$1,385,598.88 of Funds Diverted to General Revenue.

** State Trust Fund is derived from Sale of Miscellaneous Items credited to State Projects affected.

† This Balance is made up of \$55.00 in the Bank of Bonifay and \$13,078.24 in the Outdoor Advertising Fund.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
ENCUMBRANCES TO DECEMBER 31, 1942

Schedule 2

	NET TO JANUARY 1, 1941		ENCUMBRANCES - 1941		ENCUMBRANCES - 1942		NET TO DATE	
	DEBIT	CREDIT	DEBIT	CREDIT	DEBIT	CREDIT	DEBIT	CREDIT
Construction of Roads	\$ 174,334,015.17**	\$-----	\$ 11,377,180.91	\$-----	\$ 9,085,907.64	\$-----	\$ 194,797,053.72	\$-----
Maintenance and Traffic	45,277,087.15	-----	3,845,764.98	-----	2,843,899.75	-----	51,965,751.88	-----
Administrative and General Office	-----	-----	185,258.85	185,258.85	227,894.03	227,894.03	-----	-----
State Highway Planning Survey	531,313.39	-----	66,305.04	-----	69,325.49	-----	666,943.92	-----
State Planning Board	60,531.93	-----	37,500.00	-----	12,500.00	-----	110,531.93	-----
Division of Airways	83,862.81	-----	23,215.56	-----	11,911.14	-----	118,989.51	-----
Weight Inspection	-----	-----	1,175.00	1,175.00	1,558.25	1,558.25	-----	-----
Special Legislative Committee	-----	-----	68.25	68.25	-----	-----	-----	-----
Workmen's Compensation	-----	-----	30,159.15	30,159.15	37,627.64	37,627.64	-----	-----
Division of Outdoor Advertising	-----	-----	10,576.22	-----	31,641.91	-----	42,218.13	-----
Special County Audit--1941	-----	-----	50,318.21	-----	897.26	-----	51,215.47	-----
Geological Survey	-----	-----	4,476.54	4,476.54	4,500.00	4,500.00	-----	-----
Cost of Equipment	1,577,500.24	-----	23,728.68	-----	-----	85,132.15	1,516,096.77	-----
Inventories	242,182.54	-----	112,795.89	-----	255,458.83	-----	611,437.86	-----
Accounts Receivable	96,172.11	-----	10,424.24	-----	-----	2,900.26	103,696.09	-----
State Trust Fund	132,509.77	-----	5,472.07	-----	78,326.86	-----	40,000.00*	-----
Special Traffic Survey	-----	-----	30,958.67	30,958.67	27,758.21	27,758.21	-----	-----
Center Line Markers	-----	-----	7,234.47	7,234.47	24,362.42	24,362.42	-----	-----
Items to be Distributed	-----	-----	-----	-----	4,029.36	-----	4,029.36	-----
TOTALS	\$ 222,335,175.21	-----	\$ 15,563,231.80	-----	\$ 12,306,865.83	-----	\$ 250,028,964.14	-----

* \$176,308.70 transferred to State Road License Fund--Gasoline

** Adjusting Deferred Bridge Lease Purchase Agreements to a current basis. This item was reduced in the amount of \$1,047,700.00

Administrative and General Office for 1942 includes the following, not carried in 1941:

Purchasing Department \$12,648.61
Special Printing 18,538.53
\$31,187.14

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
CASH STATEMENT - DECEMBER 31, 1941

Schedule 3

RECEIPTS FOR	TRUST FUND	BANK OF BONIFAY	SECOND GAS TAX	COUNTY GAS TAX SURPLUS	SPECIAL COUNTY AUDIT	GASOLINE LICENSE FUND	MAIN STREET BRIDGE FUND, DUVAL COUNTY	TOTAL
Balance, 12-31-40 ----	\$ 132,509.77	\$ 1,055.90	\$ 725,862.41	\$ -----	\$ -----	\$ 2,234,100.06	\$ 168,813.48	\$ 3,262,341.62
January 1941 ----	2,089.77	-----	118,722.72	-----	-----	1,521,893.63	-----	1,642,696.12
February 1941 ----	2,749.76	-----	-----	-----	-----	1,425,119.93	4.49	1,427,874.18
March 1941 ----	632.54	-----	238,311.16	-----	-----	1,617,878.99	59,579.36	1,916,402.05
April 1941 ----	-----	-----	155,085.20	-----	-----	1,578,650.34	52,131.94	1,785,867.48
May 1941 ----	-----	-----	152,848.99	-----	-----	1,404,104.94	1,243.85	1,556,197.78
June 1941 ----	-----	-----	147,642.05	-----	-----	1,283,774.85	-----	1,431,416.90
July 1941 ----	-----	-----	132,391.08	-----	20,000.00	1,410,925.03	-----	1,563,316.11
August 1941 ----	-----	-----	-----	938,218.31	50,000.00	1,365,944.06	-----	2,354,162.37
September 1941 ----	-----	-----	-----	10,669.82	20,000.00	1,404,145.54	-----	1,394,815.36
October 1941 ----	-----	-----	-----	163,277.08	-----	1,235,588.33	-----	1,398,865.41
November 1941 ----	-----	-----	-----	525,425.90	-----	1,351,996.41	-----	1,877,422.31
December 1941 ----	-----	-----	-----	214,504.08	-----	1,422,707.41	-----	1,637,211.49
TOTAL -----	\$ 137,981.84	\$ 1,055.90	\$ 1,670,863.61	\$ 1,852,095.19	\$ 50,000.00	\$ 19,256,819.52	\$ 281,773.12	\$ 23,250,589.18
DISBURSEMENTS								
January 1941 ----	\$ -----	\$ -----	\$ 33,589.67	\$ -----	\$ -----	\$ 1,322,080.24	\$ 6,479.55	\$ 1,362,149.46
February 1941 ----	70,000.00*	-----	196,255.95	-----	-----	1,081,155.55	46,002.60	1,393,414.10
March 1941 ----	-----	-----	28,735.36	-----	-----	1,023,936.83	63,597.68	1,116,269.87
April 1941 ----	-----	-----	224,657.43	-----	-----	700,373.92	92,480.82	1,017,512.17
May 1941 ----	-----	-----	110,488.97	-----	-----	1,303,048.52	73,212.47	1,486,749.96
June 1941 ----	-----	-----	193,240.94	-----	-----	1,412,636.58	-----	1,605,927.52
July 1941 ----	-----	1,000.00*	80,030.27	-----	11,331.24	1,281,909.84	-----	1,374,271.35
August 1941 ----	-----	-----	136,027.30	-----	12,750.61	1,175,921.02	-----	1,324,698.93
September 1941 ----	27,981.84*	-----	-----	-----	10,299.55	1,262,927.44	-----	1,301,208.83
October 1941 ----	-----	-----	-----	-----	5,872.52	1,475,417.90	-----	1,481,290.42
November 1941 ----	-----	-----	-----	48,552.37	5,326.92	1,299,312.07	-----	1,348,191.36
December 1941 ----	-----	-----	530.00	-----	384.93	1,316,885.96	-----	1,317,800.89
TOTAL -----	\$ 97,981.84	\$ 1,000.00	\$ 1,003,555.89	\$ 48,552.37	\$ 45,965.77	\$ 14,655,655.87	\$ 281,773.12	\$ 16,129,484.86
Balance, Dec. 31, 1941	\$ 40,000.00	\$ 55.90	\$ 667,307.72	\$ 1,808,542.82	\$ 4,034.23	\$ 4,601,163.65	\$ -----	\$ 7,121,104.32

NOTE: * Deposited in State Road License Fund--Gasoline.
Figures in italics indicate credits.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
CASH STATEMENT - DECEMBER 31, 1942

Schedule 4

	TRUST FUND	BANK OF BONIFAY	SECOND GAS TAX	COUNTY GAS TAX SURPLUS	SPECIAL COUNTY AUDIT	GASOLINE LICENSE FUND	OUTDOOR ADVERTISING FUND	TOTAL
RECEIPTS								
Balance, 12-31-41 ----	\$ 40,000.00	\$ 55.90	\$ 667,307.72	\$ 1,808,542.82	\$ 4,034.23	\$ 4,601,163.65	\$ -----	\$ 7,121,104.32
January 1942 -----	-----	-----	-----	136,947.82	-----	1,445,568.80	-----	1,582,516.62
February 1942 -----	-----	-----	-----	143,939.76	-----	1,277,055.96	18,536.12	1,439,531.84
March 1942 -----	-----	-----	530.00	117,052.94	-----	1,313,947.20	2,377.62	1,433,907.76
April 1942 -----	-----	-----	380.00	186,205.47	-----	1,324,276.77	3,213.39	1,514,075.63
May 1942 -----	-----	-----	-----	145,547.34	-----	1,283,278.78	1,663.88	1,430,490.00
June 1942 -----	-----	-----	-----	97,768.18	-----	1,316,931.20	219.64	1,414,919.02
July 1942 -----	-----	-----	-----	85,682.30	-----	1,054,924.30	115.28	1,140,721.88
August 1942 -----	-----	-----	-----	113,658.12	-----	1,135,614.39	547.04	1,249,819.55
September 1942 -----	-----	-----	-----	90,139.72	-----	977,333.79	158.56	1,067,632.07
October 1942 -----	-----	-----	-----	70,484.16	-----	890,803.49	5,542.24	966,829.89
November 1942 -----	-----	-----	-----	4,000.00	-----	831,986.15	11,235.86	847,222.01
December 1942 -----	-----	-----	-----	26,285.72	-----	543,663.59	1,745.80	571,695.11
TOTAL -----	\$ 40,000.00	\$ 55.90	\$ 668,217.72	\$ 3,026,254.35	\$ 4,034.23	\$ 17,996,548.07	\$ 45,355.43	\$ 21,780,465.70
DISBURSEMENTS								
January 1942 -----	\$ -----	\$ -----	\$ 380.00	\$ -----	\$ -----	\$ 1,452,545.65	\$ -----	\$ 1,452,925.65
February 1942 -----	-----	-----	63,490.77	-----	4,034.23	1,232,523.17	12,460.80	1,312,508.97
March 1942 -----	-----	-----	39,440.54	92,006.90	-----	1,261,822.64	1,640.00	1,394,910.08
April 1942 -----	-----	-----	57,498.68	53,957.83	-----	1,272,692.01	3,163.65	1,387,312.07
May 1942 -----	-----	-----	23,900.32	47,262.20	-----	1,360,555.34	6,919.95	1,438,637.81
June 1942 -----	-----	-----	35,328.75	54,903.79	-----	1,143,137.00	906.41	1,234,275.95
July 1942 -----	-----	-----	23,129.79	49,831.42	-----	1,061,044.61	657.32	1,134,663.14
August 1942 -----	-----	-----	11,372.37	29,673.78	-----	1,002,888.83	521.67	1,044,456.65
September 1942 -----	-----	-----	4,682.02	39,739.80	-----	880,001.06	332.61	924,755.89
October 1942 -----	-----	-----	1,805.43	35,849.22	-----	747,014.86	236.99	784,906.00
November 1942 -----	-----	-----	8,760.77	35,190.13	-----	792,309.73	2,198.59	838,459.22
December 1942 -----	-----	-----	562.04	34,851.79	-----	854,963.85	3,239.30	893,616.98
TOTAL -----	\$ -----	\$ -----	\$ 270,351.38	\$ 473,266.86	\$ 4,034.23	\$ 13,061,498.25	\$ 32,277.19	\$ 13,841,427.91
Balance, Dec. 31, 1942	\$ 40,000.00	\$ 55.90	\$ 397,866.34	\$ 2,552,987.49	\$ -----	\$ 4,935,049.82	\$ 13,078.24	\$ 7,939,037.79

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION

Schedule 5

COUNTY SECOND GAS TAX - CHAPTER NO. 15659 ACTS OF 1931
CASH STATEMENT JANUARY 1, 1941 TO DECEMBER 31, 1942

COUNTY	BALANCE DEC. 31, 1940	1 9 4 1		1 9 4 2		BALANCE DEC. 31, 1942
		RECEIPTS	DISBURSEMENTS	RECEIPTS	DISBURSEMENTS	
Baker	\$ 83,045.81	\$ 40,246.68	\$ 69,836.72	\$ -----	\$ 6,852.07	\$ 47,103.70
Calhoun	5,378.64	40,287.72	45,666.36	-----	-----	-----
Dade	-----	520,333.02	520,333.02	-----	-----	-----
Dixie	6,421.79	50,554.54	56,976.33	-----	-----	-----
Franklin	6,819.46	51,447.33	58,266.79	-----	-----	-----
Gadsden	167,819.80	79,937.86	101,122.32	-----	16,937.01	129,698.33
Gilchrist	3,596.08	27,432.11	5,497.15	-----	10,523.29	15,007.75
Gulf	-----	41,614.23	41,614.23	-----	-----	-----
Hamilton	-----	43,712.18	43,712.18	-----	-----	-----
Hendry	149,772.03	71,385.95	85,204.12	-----	135,953.86	-----
Hillsborough	-----	381,613.65	381,613.65	-----	-----	-----
Holmes	76,308.86	51,955.93	90,410.70	-----	37,849.09	-----
Jackson	13,476.06	97,142.28	110,618.34	-----	-----	-----
Lafayette	5,213.78	40,202.13	11,106.49	-----	978.54	33,330.88
Liberty	6,061.08	46,613.82	23,868.72	-----	18,782.62	10,523.56
Madison	47,233.97	71,497.48	118,731.45	-----	-----	-----
Nassau	-----	28,968.63	34.61	-----	-----	28,934.02
Okaloosa	-----	44,602.14	20,816.60	-----	23,785.54	-----
Santa Rosa	36,107.02	87,617.43	82,874.23	-----	-----	40,850.22
Swannsee	-----	40,447.63	40,447.63	-----	-----	-----
Taylor	-----	34,407.34	34,407.34	-----	-----	-----
Wakulla	118,613.03	40,254.20	48,169.99	-----	18,279.36	92,417.88
Washington	-----	46,724.54	46,724.54	-----	-----	-----
TOTAL	\$ 725,862.41	\$ 1,978,998.82	\$ 2,037,553.51	\$ -----	\$ 269,441.28	\$ 897,866.34

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION

Schedule 6

COUNTY GAS TAX SURPLUS - CHAPTER NO. 20302 ACTS OF 1941
CASH STATEMENT JANUARY 1, 1941 TO DECEMBER 31, 1942

COUNTY	BALANCE DEC. 31, 1940	1941		1942		BALANCE DEC. 31, 1942
		RECEIPTS	DISBURSEMENTS	RECEIPTS	DISBURSEMENTS	
Baker	\$ -----	\$ 7,515.78	\$ -----	\$ 22,024.44	\$ 10,699.97	\$ 18,840.25
Bradford	-----	40,000.00	-----	-----	1,492.11	38,507.89
Brevard	-----	-----	-----	80,000.00	-----	80,000.00
Broward	-----	-----	-----	22,800.00	15,300.00	7,500.00
Calhoun	-----	10,527.31	-----	30,991.97	29,600.75	11,918.53
Clay	-----	55,499.62	-----	-----	734.23	54,765.39
Collier	-----	40,853.89	-----	129,622.01	28,311.34	142,164.56
Columbia	-----	52,762.34	-----	6,192.04	926.81	58,027.57
Dixie	-----	9,498.98	-----	32,265.60	15,172.70	26,591.83
Duval	-----	724,751.69	-----	164,348.98	71,265.28	817,835.39
Escambia	-----	257,701.34	-----	91,764.54	23,823.66	325,642.22
Franklin	-----	-----	-----	65,529.17	26,934.00	38,595.17
Gadsden	-----	16,168.41	-----	55,599.18	676.58	71,091.01
Gilchrist	-----	11,903.62	-----	21,443.85	267.00	33,080.47
Gulf	-----	-----	-----	42,782.12	7,898.57	34,883.55
Hendry	-----	-----	-----	35,448.38	3,430.12	32,018.26
Holmes	-----	-----	-----	29,174.89	26,872.54	2,302.35
Jackson	-----	19,384.58	-----	59,002.66	34,324.18	44,063.06
Jefferson	-----	104,716.70	-----	2,203.36	9,882.40	97,037.66
Lafayette	-----	11,652.88	-----	41,997.56	5,556.21	48,093.73
Lee	-----	-----	-----	38,798.90	17,945.32	20,853.58
Leon	-----	100,000.00	-----	-----	20,161.26	79,838.74
Liberty	-----	13,418.63	-----	48,759.85	27,899.34	34,279.14
Madison	-----	4,390.23	-----	18,355.35	22,745.58	-----
Nassau	-----	63,054.24	-----	-----	17.50	63,036.74
Okaloosa	-----	6,951.22	-----	28,509.49	12,397.76	21,062.95
Santa Rosa	-----	-----	-----	31,205.37	334.40	30,870.97
Suwannee	-----	50,548.05	43,552.37	29,384.70	-----	46,380.38
Taylor	-----	141,790.18	-----	55,645.32	21,431.09	176,004.41
Wakulla	-----	4,341.62	-----	15,251.17	-----	19,592.79
Walton	-----	94,664.43	-----	5,037.90	21,593.43	78,108.90
Washington	-----	-----	-----	15,572.73	15,572.73	-----
TOTAL	\$ -----	\$ 1,852,095.19	\$ 43,552.37	\$ 1,217,711.53	\$ 473,266.86	\$ 2,552,987.49

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION

STATEMENT SHOWING ROAD CONSTRUCTION COST BY DIVISIONS AND COUNTIES AS OF DECEMBER 31, 1942
(COST FOR YEARS 1941 AND 1942 SHOWN UNDER THEIR RESPECTIVE HEADINGS)

FIRST DIVISION

COUNTY	ROAD MILES	SURVEY MILES	BRIDGE FEET	COST FOR 1941	COST FOR 1942	COST TO DATE DECEMBER 31, 1942	FUNDS		
							FEDERAL	COUNTY	STATE
Charlotte	51.35	-----	6,532	\$ 49,847.10	\$ 3,685.97	\$ 2,567,318.38	\$ 578,022.91	\$ 51,645.70	\$ 1,937,649.72
DeSoto	47.47	-----	2,004	98,609.61	4,111.52	1,078,799.01	178,587.64	191,422.14	708,789.23
Glades	61.71	84.83	3,801	30,926.00	18,295.34	1,360,689.27	195,825.82	7,500.00	1,157,363.45
Hardee	360.57	6.65	1,137	1,073.76	547.89	1,086,160.83	67,049.46	-----	1,019,101.38
Hendry	57.13	3.50	1,761	141,919.75	85,040.51	1,401,706.81	13,170.37	4,471.33	1,384,065.11
Hernando	46.07	43.86	576	445,577.34	485.76	2,232,406.08	495,849.06	89,899.09	1,646,657.93
Highlands	112.60	39.68	3,387	139,193.03	330,857.39	2,375,573.55	143,702.68	-----	2,231,870.87
Hillsborough	141.42	30.61	5,864	651,538.70	190,781.45	6,578,593.69	2,487,535.91	-----	4,089,057.78
Lee	49.51	29.10	7,098	112,653.01	63,880.10	1,605,731.80	76,181.34	200.00	1,529,350.46
Manatee	20.80	35.22	3,690	9,768.53	163.55	1,570,380.49	106,701.92	-----	1,463,678.57
Pasco	74.34	48.89	366	193,020.43	4,778.59	2,576,258.03	915,157.48	-----	1,661,100.55
Pinellas	25.66	14.61	4,018	23,224.83	22,734.95	797,761.82	107,081.56	-----	690,680.26
Polk	176.08	153.57	3,114	559,291.73	726,178.93	6,837,020.99	1,640,405.30	10,583.63	5,186,032.06
Sarasota	38.76	39.43	1,733	457.13	11,117.43	2,524,687.31	381,396.46	100,000.00	2,043,290.85
Division Totals	1,263.37	529.95	45,181	\$ 2,457,100.95	\$ 1,462,109.38	\$ 34,591,078.01	\$ 7,386,667.90	\$ 455,721.89	\$ 26,748,688.22

SECOND DIVISION

Alachua	165.58	24.32	1,928	\$ 70,716.41	\$ 61,999.20	\$ 4,731,891.65	\$ 1,670,647.47	\$ 885,098.83	\$ 2,176,145.35
Baker	47.51	8.80	1,330	133,349.71	48,620.49	1,596,455.05	594,302.84	55,119.08	947,033.13
Bradford	66.52	-----	1,673	198,708.37	132,697.95	1,646,924.39	297,305.60	125,000.00	1,224,618.79
Clay	98.81	25.57	6,984	349,212.75	510,074.04	3,160,270.25	146,460.58	100,000.00	2,913,809.67
Columbia	130.60	23.19	2,230	14,710.07	1,118.94	4,123,017.35	762,125.31	744,158.65	2,616,733.39
Dixie	70.48	32.00	2,799	112,961.47	17,758.28	1,295,579.31	87,328.05	76,804.47	1,131,446.79
Duval	165.34	52.68	7,038	1,625,760.80	667,093.32	7,712,592.56	2,815,967.53	552,156.81	4,344,468.22
Gilchrist	57.46	3.50	306	4,828.15	11,316.94	815,522.81	21,423.45	142,022.77	652,076.59
Hamilton	75.53	6.00	1,405	1,329.18	38,870.05	1,786,963.43	592,425.63	170,051.19	1,024,486.61
Lafayette	72.54	-----	2,036	102,168.57	28,316.59	1,568,453.72	64,087.52	257,492.94	1,246,873.26
Levy	168.08	66.66	4,369	203,914.35	205,029.18	4,734,568.08	988,503.68	809,134.88	2,936,829.52
Madison	101.76	8.20	2,584	363,001.65	104,031.50	3,039,616.51	358,386.14	392,196.81	2,289,033.56
Nassau	73.42	13.20	4,016	14,536.38	15,604.58	3,854,741.71	1,647,204.90	-----	2,207,536.81
Suwannee	100.80	18.90	956	44,840.02	6,491.25	2,343,126.17	95,440.78	767,437.51	1,480,247.88
Taylor	92.15	60.50	2,185	368,839.82	59,859.58	2,423,316.39	799,624.05	99,386.28	1,624,306.06
Union	28.18	-----	1,060	26,994.17	12,614.37	707,911.80	108,191.35	171,000.00	428,719.95
Division Totals	1,514.76	341.52	42,899	\$ 3,635,371.87	\$ 1,921,496.26	\$ 45,540,950.68	\$ 11,049,524.88	\$ 5,347,060.22	\$ 29,144,365.58

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION

STATEMENT SHOWING ROAD CONSTRUCTION COST BY DIVISIONS AND COUNTIES AS OF DECEMBER 31, 1942
(COST FOR YEARS 1941 AND 1942 SHOWN UNDER THEIR RESPECTIVE HEADINGS)

THIRD DIVISION

COUNTY	ROAD MILES	SURVEY MILES	BRIDGE FEET	COST FOR 1941	COST FOR 1942	COST TO DATE DECEMBER 31, 1942	FUNDS		
							FEDERAL	COUNTY	STATE
Bay	129.75	21.50	13,984	\$ 6,642.69	\$ 26,602.43	\$ 6,052,147.72	\$ 809,883.11	\$ 2,008,578.20	\$ 3,733,686.41
Calhoun	67.84	27.00	8,882	59,057.14	57,719.86	1,109,027.47	137,457.11	1,018.40	970,551.96
Escambia	140.20	74.00	8,758	105,757.84	684,292.72	4,090,723.97	2,012,497.01	510,238.58	1,567,988.38
Franklin	92.79	15.32	19,557	31,435.44	111,854.68	3,330,629.82	676,792.23	156,768.65	2,497,068.44
Gadsden	107.20	-----	6,195	119,190.87	10,071.48	2,771,003.11	492,164.68	283,210.00	1,995,628.43
Gulf	68.66	.44	1,767	26,329.53	26,035.25	1,905,079.77	184,497.79	-----	1,720,581.98
Holmes	113.83	85.14	6,430	224,028.63	117,800.78	1,914,167.61	174,981.91	212,446.89	1,526,738.71
Jackson	199.76	56.63	10,633	161,144.23	212,003.95	3,626,624.70	883,701.00	34,337.28	2,708,586.42
Jefferson	96.59	21.02	3,072	18,496.59	14,297.29	2,402,674.33	451,781.73	523,833.72	1,427,068.88
Leon	129.64	27.90	2,905	166,601.18	213,793.48	3,920,869.67	619,648.45	1,062,283.74	2,238,937.48
Liberty	109.20	-----	5,827	171,708.68	115,722.45	1,348,843.27	260,671.30	49,000.00	1,039,171.97
Okaloosa	149.22	5.50	13,208	68,036.09	41,214.92	2,643,427.28	463,031.41	403,542.62	1,776,853.25
Santa Rosa	163.07	38.65	15,633	112,828.35	41,012.77	4,060,775.71	1,220,739.63	209,546.27	2,630,489.81
Wakulla	75.36	32.19	4,657	46,693.72	152,204.06	1,682,799.32	181,853.06	9,700.00	1,491,246.26
Walton	183.11	39.17	14,966	53,786.12	73,915.90	3,359,653.62	522,778.48	918,436.96	1,918,438.18
Washington	94.53	18.00	7,644	76,307.17	5,518.47	2,134,215.02	249,475.57	27,782.47	1,856,956.99
Division Totals	1,920.25	412.46	144,118	\$ 1,448,044.27	\$ 1,904,060.49	\$ 46,852,661.80	\$ 8,841,954.47	\$ 6,410,723.78	\$ 41,099,983.65

FOURTH DIVISION

Broward	80.52	20.94	1,061	\$ 260,371.64	\$ 218,167.75	\$ 3,531,482.21	\$ 1,394,304.49	\$ -----	\$ 2,137,177.72
Collier	106.33	.02	8,307	253,010.59	164,238.89	3,810,205.17	178,922.62	38,251.40	3,093,031.15
Dade	104.68	69.81	3,764	374,658.71	585,991.93	7,671,669.87	2,154,986.33	140,018.26	5,376,665.28
Indian River	61.62	-----	1,009	7,219.56	203,300.64	1,448,891.23	336,868.87	134,083.84	977,938.52
Martin	82.16	33.02	2,470	141,102.08	39,637.16	2,710,362.82	587,893.42	16,019.45	2,106,449.95
Monroe	103.78	104.83	25,770	4,512.24	221,419.86	576,292.13	77,772.16	-----	498,519.97
Okeechobee	68.76	20.72	5,613	91,039.16	34,676.46	1,102,388.86	185,818.69	6,178.98	910,396.19
Palm Beach	185.09	60.25	8,907	160,705.92	150,786.81	6,707,434.15	1,390,194.63	50,341.00	5,266,898.52
St. Lucie	51.39	35.98	1,460	121,191.45	32,540.91	1,629,223.27	20,769.56	276,000.00	1,332,453.71
Division Totals	844.23	345.52	58,361	\$ 1,413,811.35	\$ 1,650,760.41	\$ 28,687,949.71	\$ 6,327,530.77	\$ 660,887.93	\$ 21,699,531.01

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION

STATEMENT SHOWING ROAD CONSTRUCTION COST BY DIVISIONS AND COUNTIES AS OF DECEMBER 31, 1942
(COST FOR YEARS 1941 AND 1942 SHOWN UNDER THEIR RESPECTIVE HEADINGS)

FIFTH DIVISION

COUNTY	ROAD MILES	SURVEY MILES	BRIDGE FEET	COST FOR 1941	COST FOR 1942	COST TO DATE DECEMBER 31, 1942	FUNDS		
							FEDERAL	COUNTY	STATE
Brevard	178.80	40.95	10,215	\$ 667,521.75	\$ 314,352.26	\$ 6,239,127.83	\$ 1,502,270.59	\$ 392,610.36	\$ 4,344,246.88
Citrus	72.59	-----	1,320	133,635.47	246,994.65	2,062,008.64	367,012.62	12,760.70	1,682,235.32
Flagler	58.90	25.80	2,048	331,588.20	77,807.60	2,662,933.98	987,780.18	34,474.89	1,660,678.91
Lake	130.13	120.50	10,722	307,327.95	228,228.78	5,342,205.63	1,095,827.16	1,100,358.25	3,146,020.22
Marion	126.45	25.10	815	31,110.44	11,732.10	2,060,432.36	845,263.58	55,216.49	1,159,952.29
Orange	78.29	65.89	538	83,656.79	23,777.23	3,008,048.72	1,240,282.16	9,084.02	1,758,682.54
Osceola	86.80	5.17	2,532	159,622.56	4,966.98	3,409,211.96	1,109,707.78	290,783.38	2,008,720.80
Putnam	103.59	20.52	2,168	34,131.01	21,893.78	3,490,655.07	955,093.20	772,894.23	1,762,667.64
Seminole	26.93	42.82	882	83,414.48	8,292.39	1,388,565.15	242,322.24	13,000.00	1,133,242.91
St. Johns	108.53	41.70	19,764	90,851.83	474,999.86	3,856,075.89	546,327.21	-----	3,309,748.68
Sumter	37.45	78.76	1,061	64,776.46	136,668.14	884,698.77	130,259.86	-----	754,438.91
Volusia	130.88	85.17	5,076	435,165.53	591,777.33	5,220,450.02	1,562,176.97	494,739.81	3,163,533.24
Division Totals	1,138.84	552.38	57,141	\$ 2,422,802.47	\$ 2,147,481.10	\$ 39,624,413.52	\$ 10,564,323.55	\$ 3,175,922.13	\$ 25,884,167.84

SUMMARY

First Division	1,263.37	529.95	45,181	\$ 2,457,100.95	\$ 1,462,109.88	\$ 34,591,078.01	\$ 7,386,667.90	\$ 455,721.89	\$ 26,748,688.22
Second Division	1,514.76	341.52	42,899	3,635,371.87	1,921,496.26	45,540,950.68	11,049,524.88	5,347,060.22	29,144,365.58
Third Division	1,920.25	412.46	144,118	1,448,044.27	1,904,060.49	46,352,661.80	8,841,954.47	6,410,723.78	31,099,983.55
Fourth Division	844.23	345.52	58,361	1,413,811.35	1,650,760.41	28,687,949.71	6,327,530.77	660,887.93	21,699,631.01
Fifth Division	1,138.84	552.38	57,141	2,422,802.47	2,147,481.10	39,624,413.52	10,564,323.55	3,175,922.13	25,884,167.84
TOTALS	6,681.45	2,181.83	347,700	\$ 11,877,130.91	\$ 9,085,907.64	\$ 194,797,053.72	\$ 44,170,001.57	\$ 16,050,315.95	\$ 134,576,736.20

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION

STATEMENT SHOWING MAINTENANCE COST BY COUNTIES AND CLASSIFICATION FOR THE YEAR 1941

FIRST DIVISION

COUNTY	MAINTENANCE							TRAFFIC	TOTAL COST ALL MAINTENANCE FOR YEAR 1941	TOTAL COST ALL MAINTENANCE TO DATE
	ROAD MILES	BRIDGE FEET	ROADS	COST PER MILE	BRIDGES	FREEZE AND STORM DAMAGE	PERIODIC MAINTENANCE			
Charlotte	78.03	9,885.85	\$ 12,880.37	\$ 165.07	\$ 6,799.30	\$ 0	\$ 29,443.53	\$ 4,694.49	\$ 53,817.69	\$ 416,568.63
DeSoto	77.83	3,605.84	30,776.09	395.43	1,457.00	15.89	8,624.94	1,666.16	42,540.08	738,632.95
Glades	85.34	6,069.53	20,470.26	239.87	2,958.93	188.86	11,917.22	2,610.35	38,145.62	429,102.69
Hardee	65.98	2,732.10	9,819.35	148.82	1,395.84	8.00	0	2,178.87	13,402.06	422,273.72
Heard	63.04	2,329.30	12,774.65	202.64	1,628.63	59.71	7,066.86	1,975.76	23,505.51	262,787.55
Hernando	71.17	884.91	28,619.03	402.12	214.74	40.50	31,293.88	1,302.08	61,470.23	346,365.58
Highlands	119.58	4,652.10	19,497.01	163.05	962.18	2.80	36,603.61	1,607.81	58,673.41	869,162.03
Hillsborough	145.66	6,913.04	35,259.08	242.06	2,937.5	0	28,475.52	7,835.37	74,507.02	995,183.46
Lee	92.88	7,787.95	19,249.55	207.25	4,531.85	851.60	8,674.41	7,293.52	40,600.93	467,516.71
Manatee	103.44	8,598.53	25,284.44	244.43	4,885.31	14.40	6,145.82	7,411.61	43,741.58	533,844.01
Pasco	149.97	1,543.02	33,859.52	222.44	204.68	0	22,553.43	1,665.92	57,783.55	827,249.84
Pinellas	96.28	10,036.50	27,528.34	285.92	3,546.71	138.79	3,535.11	7,738.53	42,487.48	617,156.49
Polk	231.15	6,150.91	66,432.03	287.40	519.65	9.10	0	5,221.50	72,182.28	1,296,602.14
Sarasota	111.61	9,009.06	30,664.33	274.75	6,645.73	166.87	21,140.10	4,674.24	63,291.27	437,550.32
Division Totals	1,491.96	80,086.64	\$ 372,613.95	\$ 249.75	\$ 38,687.60	\$ 1,496.52	\$ 216,474.43	\$ 57,876.21	\$ 686,148.71	\$ 8,658,496.12

SECOND DIVISION

Alachua	245.21	2,981.82	\$ 51,147.27	\$ 208.59	\$ 344.56	\$ 8,857.74	\$ 0	\$ 3,816.15	\$ 64,165.72	\$ 981,081.38
Baker	46.47	739.04	11,739.41	252.62	351.21	0	0	1,800.53	13,891.15	320,553.06
Bradford	80.42	2,446.20	12,803.31	159.21	2,727.89	1,213.13	8,610.88	2,083.58	27,438.79	428,706.62
Clay	100.88	7,629.62	36,764.68	364.44	8,388.35	813.92	9,316.65	5,746.29	61,029.89	608,137.15
Columbia	128.21	2,209.36	22,663.77	176.77	7.00	3.42	2,464.78	1,401.39	26,540.36	450,525.31
Dixie	49.73	2,799.10	11,575.22	232.76	2,284.13	971.52	0	878.31	15,709.18	200,668.14
Duval	150.47	13,643.67	62,600.53	416.03	5,416.69	216.69	43,912.74	29,032.79	142,179.44	1,465,987.72
Gilchrist	41.62	305.80	5,959.40	143.19	0	51.82	0	374.69	6,335.91	124,518.03
Hamilton	75.20	1,582.25	10,385.89	138.11	1,182.66	794.65	2,042.51	888.95	15,295.66	441,502.20
Lafayette	76.28	1,962.16	18,801.74	246.48	824.48	19.02	2,00	509.47	20,156.65	130,118.34
Levy	173.20	4,202.95	35,022.42	202.21	1,658.97	3,672.94	20,162.76	1,745.96	62,263.05	582,160.67
Madison	85.38	2,643.70	20,612.85	241.42	1,229.66	0	19.14	43.74	21,818.51	511,847.90
Nassau	85.64	4,413.73	36,400.39	425.04	5,060.96	0	19,295.42	8,531.12	69,287.89	722,583.03
Suwannee	100.18	951.05	15,701.05	156.78	19.20	0	0	1,042.75	16,763.00	433,116.44
Taylor	78.26	2,734.34	22,744.51	290.63	1,358.32	0	308.77	1,349.25	25,760.85	396,662.00
Union	57.85	2,069.40	9,928.75	171.63	753.39	245.86	24,588.24	2,207.37	37,723.61	148,043.76
Division Totals	1,575.00	53,314.13	\$ 384,851.19	\$ 244.35	\$ 32,608.31	\$ 16,860.71	\$ 130,723.89	\$ 61,365.46	\$ 626,409.66	\$ 7,946,211.75

NOTE: Figures in italics indicate credits.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT SHOWING MAINTENANCE COST BY COUNTIES AND CLASSIFICATION FOR THE YEAR 1941

THIRD DIVISION

COUNTY	MAINTENANCE							TRAFFIC	TOTAL COST ALL MAINTENANCE FOR YEAR 1941	TOTAL COST ALL MAINTENANCE TO DATE
	ROAD MILES	BRIDGE FEET	ROADS	COST PER MILE	BRIDGES	FREEZE AND STORM DAMAGE	PERIODIC MAINTENANCE			
Bay	133.74	17,471.34	\$ 29,901.44	\$ 223.58	\$ 28,080.39	\$ 56.81	\$ 3,990.29	\$ 11,157.96	\$ 73,186.89	\$ 801,768.48
Calhoun	57.92	9,107.10	14,852.43	256.43	319.33	184.10	14,183.02	31,949.22	61,488.10	575,600.36
Escambia	122.54	9,068.92	34,853.00	284.42	4,158.74	0	23,489.42	6,953.62	69,454.78	845,811.50
Franklin	65.69	19,705.72	12,031.52	183.16	17,914.68	2,472.10	0	6,793.00	39,211.80	783,839.47
Gadsden	104.48	7,908.05	21,995.38	210.52	3,285.68	201.74	13,663.11	4,965.25	44,111.16	520,608.97
Gulf	66.57	1,647.60	18,676.46	280.55	2,116.41	47.23	8,643.24	6,200.59	35,683.93	641,176.56
Holmes	92.34	6,757.15	22,374.61	242.31	10,838.87	0	7.24	2,538.65	35,759.37	793,581.78
Jackson	196.99	6,869.65	38,794.78	196.94	1,549.69	0	23,719.29	4,267.92	68,331.68	1,255,009.40
Jefferson	93.37	3,092.00	17,528.94	187.74	30.18	52.37	16,541.69	3,213.27	37,366.45	412,586.10
Leon	123.23	3,021.29	27,352.82	221.97	40.26	1,983.28	4,879.42	4,937.47	39,193.25	650,452.96
Liberty	72.46	5,221.70	8,816.24	121.67	1,780.43	4.01	0	1,379.70	11,980.38	293,339.76
Okaloosa	141.43	15,125.78	35,329.49	249.80	11,884.96	0	12,819.42	4,826.53	64,860.40	1,242,468.65
Santa Rosa	157.76	16,116.58	24,865.20	154.44	4,944.59	0	13,847.63	4,382.72	47,540.14	711,247.95
Wakulla	57.97	5,079.65	12,265.91	211.59	671.99	615.40	0	1,131.95	14,685.25	277,908.44
Walton	175.86	15,237.62	24,471.56	139.15	15,094.36	0	18,637.81	39,653.48	97,857.21	1,012,032.19
Washington	95.29	8,246.44	20,668.85	216.90	10,630.25	0	0	2,437.25	33,736.35	317,713.80
Washington *	0	0	15,560.23	0	0	0	0	0	15,560.23	15,560.23
Division Totals	1,757.64	149,676.59	\$ 379,838.86	\$ 216.11	\$ 118,340.81	\$ 5,617.04	\$ 154,421.58	\$ 136,788.58	\$ 790,006.87	\$ 11,150,706.60

NOTE: * County Roads

FOURTH DIVISION

Broward	125.66	2,552.86	\$ 59,863.84	\$ 476.40	\$ 19,012.87	\$ 0	\$ 32.00	\$ 26,057.57	\$ 104,966.28	\$ 791,105.09
Collier	140.03	10,574.60	29,304.83	209.28	7,332.23	0	47,290.28	4,812.94	88,740.28	1,144,245.50
Dade	158.37	7,980.60	43,488.29	274.60	18,871.98	0	54,657.68	18,955.78	135,973.73	1,327,181.95
Indian River	66.02	11,786.70	32,760.89	496.23	10,721.19	0	12,095.59	9,608.18	65,185.85	1,253,585.16
Martin	122.61	6,883.95	37,177.72	303.22	7,940.37	0	0	10,654.42	55,772.51	819,782.45
Monroe	105.91	36,675.53	30,317.49	286.26	36,874.55	0	0	7,385.71	74,577.76	1,107,908.17
Okeechobee	80.32	5,956.74	30,927.35	385.05	7,541.98	0	0	3,800.62	42,269.95	732,240.03
Palm Beach	244.89	9,346.92	94,600.29	386.30	16,142.45	3,361.84	30,624.01	77,353.37	222,081.96	2,454,745.74
St. Lucie	87.60	4,604.58	40,861.80	466.46	6,476.59	9.50	0	7,936.84	55,284.73	651,544.84
Division Totals	1,131.41	96,362.48	\$ 399,302.50	\$ 352.92	\$ 130,914.21	\$ 3,371.34	\$ 144,699.56	\$ 166,565.43	\$ 844,853.04	\$ 10,282,338.93

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT SHOWING MAINTENANCE COST BY COUNTIES AND CLASSIFICATION FOR THE YEAR 1941

FIFTH DIVISION

COUNTY	MAINTENANCE							TRAFFIC	TOTAL COST ALL MAINTENANCE FOR YEAR 1941	TOTAL COST ALL MAINTENANCE TO DATE
	ROAD MILES	BRIDGE FEET	ROADS	COST PER MILE	BRIDGES	FREEZE AND STORM DAMAGE	PERIODIC MAINTENANCE			
Brevard	173.12	27,281.42	\$ 58,984.88	\$ 340.72	\$ 7,842.94	\$ 2,475.84	\$ 0	\$ 11,691.96	\$ 80,995.62	\$ 1,724,322.16
Citrus	89.20	1,397.35	27,192.78	304.85	0	73.77	0	1,332.36	28,598.91	274,867.36
Flagler	60.17	1,917.00	15,352.76	255.16	1,423.67	3,498.40	36.30	1,243.18	21,554.31	429,735.53
Lake	247.59	11,189.68	75,862.17	306.40	4,182.20	48.92	16,307.77	9,986.42	106,387.48	827,482.40
Marion	270.80	1,347.82	68,918.03	254.50	256.25	33,477.19	22,676.82	4,004.49	129,342.78	1,358,597.16
Orange	138.98	2,636.50	36,211.29	260.64	270.21	0	0	3,560.53	40,042.03	716,485.17
Osceola	121.07	5,173.27	28,021.27	231.45	52.76	30.25	0	2,563.91	30,668.19	716,590.25
Putnam	101.90	4,910.51	17,832.58	175.00	8,705.90	1,394.95	13,771.76	66,513.11	108,218.30	1,169,544.05
Seminole	69.97	2,195.60	31,470.40	449.77	2,067.87	0	3,100.09	4,404.91	41,043.27	532,071.85
St. Johns	166.55	23,961.95	46,145.13	277.06	20,077.61	9,535.05	46,790.46	53,043.98	175,592.23	1,563,723.76
Sumter	106.82	1,279.12	30,258.20	283.26	307.65	0	0	3,851.61	34,417.46	674,570.75
Volusia	188.65	6,707.25	60,158.70	318.89	8,172.67	180.59	18,501.97	14,472.19	101,486.12	1,097,108.29
Division Totals	1,734.77	89,997.47	\$ 496,408.19	\$ 286.15	\$ 53,369.73	\$ 50,714.96	\$ 121,185.17	\$ 176,668.65	\$ 898,346.70	\$ 11,085,098.73

SUMMARY

First Division	1,491.96	80,086.64	\$ 372,613.95	\$ 249.75	\$ 38,687.60	\$ 1,496.52	\$ 215,474.43	\$ 57,876.21	\$ 686,148.71	\$ 8,658,496.12
Second Division	1,575.00	53,314.13	384,851.19	244.35	32,608.41	16,860.71	130,723.89	61,365.46	626,409.66	7,946,211.75
Third Division	1,757.64	149,676.59	379,888.86	216.11	113,340.81	5,617.04	154,421.58	136,788.58	790,006.87	11,150,706.60
Fourth Division	1,181.41	96,362.48	399,802.50	352.92	130,914.21	3,371.34	144,699.56	166,565.43	844,853.04	10,282,338.93
Fifth Division	1,734.77	89,997.47	496,408.19	286.15	53,369.73	50,714.96	121,185.17	176,668.65	898,346.70	11,085,098.73
Grand Totals	7,690.78	469,447.31	\$ 2,033,014.69	\$ 264.34	\$ 368,920.76	\$ 78,060.57	\$ 766,504.63	\$ 599,264.33	\$ 3,845,764.98	\$ 49,122,852.13

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT SHOWING MAINTENANCE COST BY COUNTIES AND CLASSIFICATION FOR THE YEAR 1942
FIRST DIVISION

COUNTY	MAINTENANCE							TRAFFIC	TOTAL COST ALL MAINTENANCE FOR YEAR 1942	TOTAL COST ALL MAINTENANCE TO DATE
	ROAD MILES	BRIDGE FEET	ROADS	COST PER MILE	BRIDGES	FREEZE AND STORM DAMAGE	PERIODIC MAINTENANCE			
Charlotte	78.81	9,885.35	\$ 8,729.54	\$ 110.77	\$ 7,126.19	\$ 2.50	\$ 3,448.06	\$ 4,253.56	\$ 23,559.85	\$ 440,128.48
DeSoto	79.53	3,853.94	15,548.61	195.51	802.56	0	0	865.92	17,217.09	755,850.04
Glades	85.34	6,069.53	14,166.42	166.00	4,221.98	16.80	0	2,033.05	20,438.25	449,540.94
Hardee	68.55	2,711.10	8,010.66	116.86	1,071.01	0	5,681.63	1,209.33	15,972.63	438,246.35
Heard	66.70	2,541.30	9,425.90	141.82	2,148.59	0	499.24	2,005.38	14,079.11	276,866.66
Hernando	79.23	834.91	21,799.36	275.14	215.11	0	139.65	1,216.50	23,370.62	369,736.20
Highlands	124.55	4,173.50	17,246.63	138.47	925.62	4.20	0	1,669.99	19,846.44	889,008.47
Hillsborough	156.75	7,351.04	36,750.81	170.66	1,868.12	0	5,557.33	8,100.20	42,278.46	1,037,459.92
Lee	99.87	8,175.95	28,069.32	281.06	7,857.51	0	26,180.03	7,661.88	69,768.74	537,235.45
Manatee	108.87	8,536.53	25,294.50	232.34	1,564.67	0	1,885.27	6,246.97	34,991.41	568,335.42
Pasco	152.97	1,543.02	20,004.32	130.77	475.76	0	30.30	2,603.47	23,053.19	850,303.03
Pinellas	121.75	10,202.50	18,534.12	152.23	5,408.01	0	28,344.13	9,923.62	62,209.88	679,366.37
Polk	263.94	6,673.88	44,522.05	168.68	855.23	0	3,033.73	6,471.77	53,173.32	1,348,774.46
Sarasota	117.60	9,040.74	17,823.24	151.56	4,528.41	20.44	2,571.72	4,919.50	29,863.31	467,413.63
DIVISION TOTALS	1,604.46	81,593.29	\$ 275,925.48	\$ 171.97	\$ 37,358.31	\$ 43.94	\$ 77,310.43	\$ 59,181.14	\$ 449,819.30	\$ 9,108,315.42

SECOND DIVISION

Alachua	252.65	2,981.82	\$ 58,914.11	\$ 233.18	\$ 1,553.02	\$ 9,762.68	\$ 1,955.26	\$ 3,573.27	\$ 75,758.34	\$ 1,056,839.72
Baker	46.47	1,115.04	9,058.95	194.94	133.15	0	0	532.08	9,724.18	330,277.24
Bradford	85.02	2,747.70	24,902.87	292.90	1,820.03	0	0	1,292.25	27,515.15	456,221.77
Clay	107.62	7,478.12	42,910.81	398.73	3,929.23	0	641.97	7,138.18	54,620.19	662,757.34
Columbia	128.45	2,209.30	21,415.85	166.73	1,445.86	118.12	1.75	1,011.10	23,990.18	474,515.49
Dixie	49.73	2,768.10	14,168.53	284.90	3,715.58	102.47	1,878.19	1,534.76	21,199.53	221,867.67
Duval	171.64	15,520.34	50,138.39	292.11	17,142.72	28.64	36,533.26	32,292.61	136,135.62	1,602,123.34
Gilchrist	55.80	3,055.80	5,318.18	95.31	429.59	230.33	0	597.02	6,575.12	131,093.15
Hamilton	76.20	1,582.25	13,773.21	183.16	466.74	104.16	0	1,078.16	15,422.27	456,924.47
Lafayette	70.88	1,962.16	11,560.81	163.10	83.93	54.21	0	331.26	12,030.21	142,148.55
Levy	174.00	4,202.95	23,939.51	137.58	874.50	946.87	949.03	3,487.73	30,197.64	612,358.31
Madison	102.88	3,021.70	20,276.12	197.08	753.92	512.53	76.64	1,892.04	23,011.25	534,859.15
Nassau	87.24	4,413.73	12,360.15	141.68	3,763.18	0	1,249.56	7,738.99	25,111.88	747,694.91
Suwannee	102.82	951.05	17,746.66	173.44	93.82	44.41	0	669.36	18,554.25	451,670.69
Taylor	87.15	3,196.14	17,495.26	200.75	1,034.31	847.57	0	597.27	19,974.41	416,636.41
Union	57.85	2,069.40	12,868.47	222.46	1,078.84	2.04	18.40	927.58	14,853.95	162,897.71
DIVISION TOTALS	1,654.90	56,525.60	\$ 356,848.88	\$ 215.63	\$ 37,817.92	\$ 12,749.95	\$ 43,063.76	\$ 64,193.66	\$ 514,674.17	\$ 8,460,885.92

NOTE: Figures in italics indicate credits.

STATE ROAD DEPARTMENT OF FLORIDA

GENERAL ACCOUNTING DIVISION

STATEMENT SHOWING MAINTENANCE COST BY COUNTIES AND CLASSIFICATION FOR THE YEAR 1942

THIRD DIVISION

COUNTY	MAINTENANCE							TRAFFIC	TOTAL COST ALL MAINTENANCE FOR YEAR 1942	TOTAL COST ALL MAINTENANCE TO DATE
	ROAD MILES	BRIDGE FEET	ROADS	COST PER MILE	BRIDGES	FREEZE AND STORM DAMAGE	PERIODIC MAINTENANCE			
Bay	135.61	17,471.34	\$ 20,731.77	\$ 152.88	\$ 25,163.11	\$ 0	\$ 17,331.63	\$ 12,473.13	\$ 75,699.64	\$ 877,468.12
Calhoun	67.19	9,107.10	14,980.56	222.96	1,301.32	35.82	42,687.04	1,319.25	60,323.99	635,924.35
Escambia	129.19	9,068.92	39,263.75	303.92	7,635.49	0	14,084.57	3,771.59	64,755.40	910,566.90
Franklin	67.14	19,705.72	24,122.09	359.28	13,756.66	0	1,885.22	5,766.35	18,017.00	801,856.47
Gadsden	107.29	7,164.95	21,811.72	203.30	1,901.00	46.81	1,490.24	2,458.02	27,707.79	548,316.76
Gulf	66.57	1,647.60	14,608.46	219.45	6,612.01	186.93	18,336.09	6,702.14	46,445.63	687,622.19
Holmes	110.04	7,466.65	19,096.97	173.55	8,460.39	0	37,521.12	1,126.31	66,204.79	859,786.57
Jackson	198.51	7,420.65	34,414.42	173.36	1,265.69	0	180.05	2,963.72	38,823.88	1,293,833.28
Jefferson	102.51	3,092.00	12,202.88	119.04	58.42	1,771.96	5,314.46	967.20	20,314.92	432,901.02
Leon	127.40	3,232.19	33,857.57	265.76	1,014.47	866.43	2,200.62	2,043.63	39,982.72	690,435.68
Liberty	107.81	5,221.70	12,238.89	113.52	1,088.22	0	0	397.28	13,724.39	307,064.15
Okaloosa	141.43	15,125.78	34,128.63	241.31	14,575.05	12.60	38,393.74	3,767.29	85,877.31	1,328,345.96
Santa Rosa	160.52	16,116.58	39,392.02	245.40	32,992.89	0	5,559.42	3,016.65	80,960.98	792,208.93
Wakulla	57.71	7,989.65	7,798.79	135.14	1,915.21	260.94	0	382.94	10,357.88	288,266.32
Walton	175.86	15,237.62	30,622.95	174.13	2,678.26	0	40,402.17	5,740.08	79,443.46	1,091,475.65
Washington	95.52	8,246.44	19,626.31	205.47	2,098.97	0	24,573.48	2,558.75	48,857.51	366,571.31
Washington	0	0	34,623.76	0	0	0	0	0	34,623.76	50,183.99
DIVISION TOTALS	1,850.30	153,364.89	\$ 413,521.54	\$ 223.49	\$ 95,003.84	\$ 3,181.49	\$ 244,959.85	\$ 55,454.33	\$ 812,121.05	\$ 11,962,827.65

* County Roads

FOURTH DIVISION

Broward	131.86	2,629.46	\$ 35,228.17	\$ 267.16	\$ 6,670.00	\$ 0	\$ 567.61	\$ 16,955.33	\$ 59,421.11	\$ 850,526.20
Collier	140.97	10,649.20	20,047.76	142.21	10,620.05	0	0	4,175.19	34,843.00	1,179,088.50
Dade	205.71	11,666.60	36,294.24	176.43	21,946.35	0	2,263.31	21,375.02	81,878.92	1,409,060.87
Indian River	72.74	11,786.70	28,249.23	388.36	4,356.99	0	0	5,120.79	37,727.01	1,291,312.17
Martin	123.89	6,900.95	26,869.73	216.88	11,544.23	0	2,890.63	9,946.89	51,251.48	871,033.93
Monroe	108.93	36,884.03	29,017.22	266.88	34,105.96	0	9,546.51	9,664.37	82,334.06	1,190,242.23
Okeechobee	79.50	5,948.87	14,719.04	185.15	11,626.51	0	0	5,333.36	31,678.91	763,918.91
Palm Beach	257.02	16,106.32	70,997.08	276.23	19,233.26	1,537.07	9,970.21	78,871.62	180,609.24	2,635,354.98
St. Lucie	91.98	6,412.58	31,055.89	337.64	4,880.10	0	0	6,654.71	42,590.70	694,135.54
DIVISION TOTALS	1,212.60	108,934.71	\$ 292,478.36	\$ 241.20	\$ 124,983.45	\$ 1,537.07	\$ 25,238.27	\$ 158,097.28	\$ 602,334.43	\$ 10,884,673.36

NOTE: Figures in italics indicate credits.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
STATEMENT SHOWING MAINTENANCE COST BY COUNTIES CLASSIFICATION FOR THE YEAR 1942

FIFTH DIVISION

COUNTY	MAINTENANCE							TRAFFIC	TOTAL COST ALL MAINTENANCE FOR YEAR 1942	TOTAL COST ALL MAINTENANCE TO DATE
	ROAD MILES	BRIDGE FEET	ROADS	COST PER MILE	BRIDGES	FREEZE AND STORM DAMAGE	PERIODIC MAINTENANCE			
Brevard	203.06	21,175.08	\$ 28,452.66	\$ 140.12	\$ 15,952.55	\$ 0	\$ 0	\$ 13,900.08	\$ 58,305.29	\$ 1,782,627.45
Citrus	91.09	1,562.35	22,287.53	244.67	11.92	8.40	0	109.22	22,198.63	297,065.99
Flagler	75.50	1,917.00	18,417.58	243.94	68.64	70.13	0	1,854.95	20,411.30	450,146.83
Lake	287.13	11,677.48	38,519.41	134.15	3,701.97	35.94	621.09	9,921.51	52,799.92	880,282.32
Marion	278.33	1,347.82	64,804.64	232.83	984.46	25.30	557.20	5,204.59	71,676.19	1,430,173.35
Orange	155.96	2,636.50	25,781.48	165.31	67.57	0	0	2,826.71	28,675.76	745,160.93
Osceola	122.20	5,173.27	17,998.82	147.29	455.15	0	0	2,872.09	21,336.06	737,926.31
Putnam	104.17	4,910.51	25,019.54	240.18	1,643.70	20.66	8.30	67,239.45	93,915.05	1,263,459.10
Seminole	84.35	2,229.60	20,226.85	239.79	927.35	7.60	11,101.72	3,985.31	36,248.83	568,320.68
St. Johns	174.77	24,183.95	50,060.61	286.44	14,647.41	13,294.60	6,075.85	115,210.11	31,131.64	1,532,592.12
Sumter	111.93	1,263.12	16,266.36	145.33	213.63	90.86	0	1,473.81	18,044.16	692,614.91
Volusia	190.03	6,707.25	48,640.91	255.96	10,312.83	167.90	21.17	13,428.44	72,571.25	1,169,679.54
DIVISION TOTALS	1,878.52	84,783.93	\$ 376,476.39	\$ 200.41	\$ 48,997.18	\$ 13,721.39	\$ 18,368.73	\$ 7,387.11	\$ 464,950.80	\$ 11,550,049.53

SUMMARY

First Division	1,604.46	81,593.29	\$ 275,925.48	\$ 171.97	\$ 37,358.31	\$ 43.94	\$ 77,310.43	\$ 59,181.14	\$ 449,819.30	\$ 9,108,315.42
Second Division	1,654.90	56,525.60	356,848.88	215.63	37,817.92	12,749.95	43,063.76	64,193.66	514,674.17	8,460,885.92
Third Division	1,850.30	153,364.89	413,521.54	223.49	95,008.84	3,181.49	244,959.85	55,454.33	812,121.05	11,962,827.65
Fourth Division	1,212.60	108,934.71	292,478.36	241.20	124,988.45	1,537.07	25,238.27	158,097.28	602,334.43	10,884,673.36
Fifth Division	1,878.52	84,783.93	376,476.39	200.41	48,997.18	13,721.39	18,368.73	7,387.11	464,950.80	11,550,049.53
GRAND TOTAL	8,200.78	485,202.42	\$ 1,715,250.65	\$ 209.16	\$ 344,160.70	\$ 31,233.84	\$ 408,941.04	\$ 344,313.52	\$ 2,843,899.75	\$ 51,966,751.88

Figures in italics indicate credits.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
SUMMARY OF MAINTENANCE COST BY DIVISIONS AND TYPES FOR YEAR 1941
DECEMBER 31, 1941

TYPE OF CONSTRUCTION	FIRST DIVISION ROUTINE MAINTENANCE			SECOND DIVISION ROUTINE MAINTENANCE			THIRD DIVISION ROUTINE MAINTENANCE		
	LENGTH	COST FOR 1941	COST PER UNIT	LENGTH	COST FOR 1941	COST PER UNIT	LENGTH	COST FOR 1941	COST PER UNIT
FEDERAL HIGHWAYS									
Cement Concrete -----	121.43	\$ 30,335.94	\$ 249.82	118.80	\$ 50,544.79	\$ 425.46	95.67	\$ 29,331.54	\$ 306.59
Surface Treated -----	39.48	11,886.93	299.82	167.41	32,909.19	196.58	120.98	18,074.24	149.40
Sand Bituminous Road Mix ---	8.16	310.15	38.01	4.03	499.37	123.91	111.68	12,952.13	115.98
Graded, Unsurfaced -----	14.21	459.99	32.37	12.70	5,170.71	407.14	5.89	112.01	19.02
Miscellaneous -----	27.25	5,759.95	211.37	59.22	11,206.44	189.23	6.92	1,076.22	155.52
Totals (Miles) -----	210.53	\$ 48,702.96	\$ 231.34	362.16	\$ 100,330.50	\$ 277.03	341.14	\$ 61,546.14	\$ 180.41
FEDERAL BRIDGES									
Cement -----	10,891.65	\$ 242.86	\$.022	12,939.70	\$ 1,023.04	\$.079	21,227.18	\$ 6,868.84	\$.323
Steel -----	196.00	277.59	1.416	2,331.14	1,253.82	.538	1,764.90	1,067.67	.605
Timber -----	233.95	432.80	1.850	923.90	623.67	.675	10,694.20	16,289.25	1.523
Totals (Feet) -----	11,321.60	\$ 952.75	\$.084	16,194.74	\$ 2,900.53	\$.179	33,686.28	\$ 24,225.76	\$.719
STATE HIGHWAYS									
Cement Concrete -----	17.44	\$ 6,351.50	\$ 364.19	69.39	\$ 29,868.89	\$ 430.45	116.76	\$ 25,282.67	\$ 216.54
Surface Treated -----	805.31	183,813.03	228.25	825.48	216,677.96	262.49	982.33	223,489.49	227.51
Sand Bituminous Road Mix ---	32.57	8,732.76	268.12	46.01	3,568.97	77.57	170.05	34,035.07	200.15
Graded, Unsurfaced -----	56.17	2,723.05	48.48	144.87	13,735.55	94.81	144.20	16,538.04	114.69
Miscellaneous -----	369.94	106,026.95	286.61	127.09	14,672.12	115.45	3.16	1.50	.47
Roads and Streets Not State Owned -----	-----	16,263.70	-----	-----	5,997.20	-----	-----	3,385.72	-----
County Roads & Bridges -----	-----	-----	-----	-----	-----	-----	-----	15,560.23	-----
Totals (Miles) -----	1,281.43	\$ 323,910.99	\$ 252.77	1,212.84	\$ 284,520.69	\$ 234.59	1,416.50	\$ 318,292.72	\$ 224.70
STATE BRIDGES									
Cement -----	36,728.63	\$ 10,077.20	\$.274	16,040.90	\$ 803.82	\$.050	62,502.62	\$ 11,275.92	\$.180
Steel -----	3,082.73	1,921.11	.623	2,874.69	9,466.49	3.293	8,253.35	36,165.03	4.382
Timber -----	28,953.68	25,736.54	.889	18,203.80	19,437.57	1.068	45,234.34	41,674.10	.921
Totals (Feet) -----	68,765.04	37,734.85	\$.549	37,119.39	\$ 29,707.88	\$.800	115,990.31	\$ 89,115.05	\$.768
SUMMARY									
Highways - Miles -----	1,491.96	\$ 372,613.95	\$ 249.75	1,575.00	\$ 384,851.19	\$ 244.35	1,757.64	\$ 379,838.86	\$ 216.11
Bridges - Feet -----	80,086.64	38,687.60	.483	53,314.13	32,608.41	.612	149,676.59	\$ 113,340.81	.757
Bridges - Lease & Operation -----	-----	20,581.50	-----	-----	21,748.36	-----	-----	88,341.63	-----
Periodic Maintenance -----	-----	215,474.43	-----	-----	130,723.89	-----	-----	154,421.58	-----
Traffic & Accident Prevention -----	-----	37,294.71	-----	-----	39,617.10	-----	-----	48,446.95	-----
Freeze & Storm Damage -----	-----	1,496.52	-----	-----	16,860.71	-----	-----	5,617.04	-----
TOTAL COST OF ALL MAINTENANCE (Miles) -----	1,491.96	\$ 686,148.71	\$ 459.90	1,575.00	\$ 626,409.66	\$ 397.72	1,757.64	\$ 790,006.87	\$ 449.47

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
SUMMARY OF MAINTENANCE COST BY DIVISIONS AND TYPES FOR YEAR 1941
DECEMBER 31, 1941

TYPE OF CONSTRUCTION	FOURTH DIVISION ROUTINE MAINTENANCE			FIFTH DIVISION ROUTINE MAINTENANCE			SUMMARY - ALL DIVISIONS ROUTINE MAINTENANCE		
	LENGTH	COST FOR 1941	COST PER UNIT	LENGTH	COST FOR 1941	COST PER UNIT	LENGTH	COST FOR 1941	COST PER UNIT
FEDERAL HIGHWAYS									
Cement Concrete -----	68.17	\$ 48,221.46	\$ 707.37	75.02	\$ 22,967.50	\$ 306.15	479.09	\$ 181,401.23	\$ 378.64
Surface Treated -----	79.09	15,113.26	191.09	208.64	50,104.76	240.15	615.60	128,038.38	207.99
Sand Bituminous Road Mix ----	9.37	4,549.96	485.59	12.38	2,307.38	186.38	145.62	20,618.99	141.59
Graded, Unsurfaced -----	.98	432.09	432.09	16.19	2,428.55	150.00	49.97	8,603.35	172.17
Miscellaneous -----	20.70	12,955.49	625.87	71.07	31,585.53	444.43	185.16	62,583.63	338.00
Totals (Miles) -----	178.31	\$ 81,272.26	\$ 455.79	383.30	\$ 109,293.72	\$ 285.40	1,475.44	\$ 401,245.58	\$ 271.95
FEDERAL BRIDGES									
Cement -----	6,668.66	\$ 1,892.34	\$.284	10,166.31	\$ 287.82	\$.028	61,893.50	\$ 10,314.40	\$.167
Steel -----	533.33	660.02	1.238	601.35	1,046.89	1.741	5,426.72	4,305.99	.793
Timber -----	321.70	0	0	0	0	0	12,173.75	17,345.72	1.425
Totals (Feet) -----	7,523.69	\$ 2,552.36	\$.339	10,767.66	\$ 1,334.71	\$.124	79,493.97	\$ 31,966.11	\$.402
STATE HIGHWAYS									
Cement Concrete -----	45.83	\$ 41,148.20	\$ 897.84	60.90	\$ 14,106.17	\$ 231.63	310.32	\$ 116,757.43	\$ 376.25
Surface Treated -----	719.33	229,074.71	318.45	899.79	291,249.67	323.69	4,232.24	1,144,304.86	270.38
Sand Bituminous Road Mix ----	59.83	18,278.66	305.51	90.29	19,051.52	211.00	398.75	83,666.98	209.82
Graded, Unsurfaced -----	42.36	7,498.47	177.02	80.08	3,879.42	48.44	467.68	44,374.53	94.88
Miscellaneous -----	85.75	22,059.99	257.26	220.41	59,106.10	268.16	806.35	201,866.66	250.35
Roads and Streets Not State Owned -----	-----	29.79	-----	-----	176.11	-----	-----	25,792.94	-----
County Roads & Bridges -----	-----	-----	-----	-----	-----	-----	-----	15,560.23	-----
Totals (Miles) -----	953.10	\$ 318,030.24	\$ 333.68	1,351.47	\$ 387,568.99	\$ 286.78	6,215.34	\$ 1,632,323.63	\$ 262.63
STATE BRIDGES									
Cement -----	15,226.67	\$ 7,432.23	\$.488	11,088.71	\$ 1,671.72	\$.151	141,587.53	\$ 31,260.89	\$.221
Steel -----	4,494.36	51,244.32	11.402	3,485.50	15,055.55	4.319	22,190.63	113,852.50	5.131
Timber -----	69,117.76	69,685.30	1.008	64,655.60	35,307.75	.546	226,165.18	191,841.26	.848
Totals (Feet) -----	88,838.79	\$ 128,361.85	\$ 1.445	79,229.81	\$ 52,035.02	\$.657	389,943.34	\$ 336,954.65	\$.864
SUMMARY									
Highways - Miles -----	1,131.41	\$ 399,302.50	\$ 352.92	1,734.77	\$ 496,408.19	\$ 286.15	7,690.78	\$ 2,033,014.69	\$ 264.34
Bridges - Feet -----	96,362.48	130,914.21	1.358	89,997.47	53,369.73	.593	469,437.31	368,920.76	.786
Bridges - Lease & Operation --	-----	111,133.70	-----	-----	125,182.32	-----	-----	366,987.51	-----
Periodic Maintenance -----	-----	144,699.56	-----	-----	121,185.17	-----	-----	766,504.68	-----
Traffic & Accident Prevention -----	-----	55,431.73	-----	-----	51,486.33	-----	-----	232,276.82	-----
Freeze & Storm Damage -----	-----	3,871.34	-----	-----	50,714.96	-----	-----	78,060.67	-----
TOTAL COST OF ALL MAINTENANCE (Miles) -----	1,131.41	\$ 844,853.04	\$ 746.73	1,734.77	\$ 898,346.70	\$ 517.85	7,690.78	\$ 3,845,764.98	\$ 500.05

NOTE: Figures in italics indicate credits.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
SUMMARY OF MAINTENANCE COST BY DIVISIONS AND TYPES FOR YEAR 1942
DECEMBER 31, 1942

TYPE OF CONSTRUCTION	FIRST DIVISION ROUTINE MAINTENANCE ONLY			SECOND DIVISION ROUTINE MAINTENANCE ONLY			THIRD DIVISION ROUTINE MAINTENANCE ONLY		
	LENGTH	COST FOR 1942	COST PER UNIT	LENGTH	COST FOR 1942	COST PER UNIT	LENGTH	COST FOR 1942	COST PER UNIT
FEDERAL HIGHWAYS									
Cement Concrete -----	115.23	\$ 25,813.63	\$ 224.02	129.55	\$ 27,565.08	\$ 212.78	101.28	\$ 26,083.13	\$ 257.53
Surface Treated -----	50.38	4,576.67	90.84	196.65	30,461.34	154.90	120.98	18,538.58	136.71
Sand Bituminous Road Mix -----	8.08	216.10	26.75	4.03	250.17	62.08	115.40	16,145.05	139.91
Graded, Unsurfaced -----	14.21	6.23	-----	-----	80.90	-----	1.02	-----	-----
Miscellaneous -----	21.87	2,160.93	98.81	59.22	9,170.61	154.86	6.92	1,129.68	163.25
Totals (Miles) -----	209.77	\$ 32,773.56	\$ 156.24	389.45	\$ 67,528.10	\$ 173.39	345.60	\$ 59,896.44	\$ 173.31
FEDERAL BRIDGES									
Concrete -----	11,329.65	\$ 236.02	\$.021	13,166.50	\$ 466.68	\$.035	24,594.31	\$ 4,199.59	\$.171
Steel -----	196.00	809.28	4.129	2,331.14	5,819.07	2.496	1,791.57	10,120.94	-----
Timber -----	233.95	24.54	.011	923.90	70.90	.077	10,694.20	41,800.92	3.908
Totals (Feet) -----	11,759.60	\$ 1,069.84	\$.091	16,421.54	\$ 6,346.65	\$.386	37,080.08	\$ 35,879.57	\$.968
STATE HIGHWAYS									
Cement Concrete -----	22.43	\$ 5,711.87	\$ 254.65	72.19	\$ 18,177.82	\$ 251.80	121.33	\$ 36,641.48	\$ 302.00
Surface Treated -----	838.28	143,789.99	171.53	823.51	228,360.27	277.30	926.76	222,111.38	239.66
Sand Bituminous Road Mix -----	32.76	14,501.78	442.67	55.52	5,254.41	94.64	156.24	39,276.98	251.39
Graded, Unsurfaced -----	48.70	2,311.71	47.47	152.34	21,173.24	138.99	218.79	14,660.94	67.00
Miscellaneous -----	452.52	70,992.39	156.88	161.89	16,067.18	99.25	81.58	5,157.54	63.22
Roads and Streets Not State Owned -----	-----	5,844.18	-----	-----	287.86	-----	-----	1,153.02	-----
County Roads & Bridges -----	-----	-----	-----	-----	-----	-----	-----	34,623.76	-----
Totals (Miles) -----	1,394.69	\$ 243,151.92	\$ 174.34	1,265.45	\$ 289,320.78	\$ 228.86	1,504.70	\$ 353,625.10	\$ 235.01
STATE BRIDGES									
Concrete -----	38,273.28	\$ 3,002.97	\$.078	18,993.70	\$ 294.47	\$.015	61,545.42	\$ 7,307.53	\$.118
Steel -----	3,114.73	16,196.04	5.200	2,947.36	17,538.17	5.950	8,253.35	18,180.86	2.203
Timber -----	28,445.68	17,089.46	.600	18,163.00	13,638.63	.751	46,486.04	33,636.88	.723
Totals (Feet) -----	69,833.69	\$ 36,288.47	\$.520	40,104.06	\$ 31,471.27	\$.785	116,284.81	\$ 59,124.27	\$.508
SUMMARY									
Highways - Miles -----	1,604.46	\$ 275,925.48	\$ 171.76	1,654.90	\$ 356,848.88	\$ 215.63	1,850.30	\$ 413,521.54	\$ 223.49
Bridges - Feet -----	81,593.29	37,358.31	.456	56,525.60	37,817.92	.669	153,364.89	95,003.84	.619
Bridges - Lease & Operation -----	-----	19,484.53	-----	-----	26,419.93	-----	-----	25,653.12	-----
Periodic Maintenance -----	-----	77,310.43	-----	-----	43,063.76	-----	-----	244,959.85	-----
Traffic & Accident Prevention -----	-----	39,696.61	-----	-----	37,773.73	-----	-----	29,801.21	-----
Freeze & Storm Damage -----	-----	43.94	-----	-----	12,749.95	-----	-----	3,181.49	-----
TOTAL COST OF ALL MAINTENANCE (Miles) -----	1,604.46	\$ 449,819.30	\$ 280.36	1,654.90	\$ 514,674.17	\$ 311.00	1,850.30	\$ 812,121.05	\$ 438.91

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
SUMMARY OF MAINTENANCE COST BY DIVISIONS AND TYPES FOR YEAR 1942
DECEMBER 31, 1942

TYPE OF CONSTRUCTION	FOURTH DIVISION ROUTINE MAINTENANCE ONLY			FIFTH DIVISION ROUTINE MAINTENANCE ONLY			SUMMARY - ALL DIVISIONS ROUTINE MAINTENANCE ONLY		
	LENGTH	COST FOR 1942	COST PER UNIT	LENGTH	COST FOR 1942	COST PER UNIT	LENGTH	COST FOR 1942	COST PER UNIT
FEDERAL HIGHWAYS									
Cement Concrete-----	68.17	\$ 22,991.81	\$ 337.27	77.79	\$ 13,369.88	\$ 171.87	492.02	\$ 115,823.53	\$ 235.40
Surface Treated-----	80.67	14,183.74	175.82	209.89	52,999.69	252.51	658.57	118,760.02	180.33
Sand Bituminous Road Mix-----	9.37	194.21	20.73	18.33	765.64	41.76	155.21	17,571.17	113.21
Graded, Unsurfaced-----	.98	236.35	241.17	16.19	670.96	41.44	32.40	994.44	306.93
Miscellaneous-----	20.70	5,024.86	242.75	71.07	25,441.12	357.97	179.78	42,927.20	238.78
Totals (Miles)-----	179.89	\$ 42,630.97	\$ 236.99	393.27	\$ 93,247.29	\$ 237.11	1,517.98	\$ 296,076.36	\$ 195.05
FEDERAL BRIDGES									
Concrete-----	7,861.59	\$ 598.59	\$.076	12,285.77	\$ 176.19	\$.014	69,237.82	\$ 5,667.07	\$.082
Steel-----	533.33	6,129.09	11.492	776.85	1,162.43	1.498	5,627.89	3,798.93	.675
Timber-----	321.70	-----	-----	-----	-----	-----	12,173.75	41,896.36	3.441
Totals (Feet)-----	8,716.62	\$ 6,727.68	\$.772	13,061.62	\$ 1,338.62	\$.102	87,039.46	\$ 51,362.36	\$.634
STATE HIGHWAYS									
Cement Concrete-----	109.37	\$ 38,046.55	\$ 347.87	38.73	\$ 4,640.04	\$ 119.80	364.05	\$ 103,217.76	\$ 283.53
Surface Treated-----	657.54	170,022.59	258.57	984.88	217,165.40	220.50	4,230.97	981,449.63	231.97
Sand Bituminous Road Mix-----	77.62	7,049.73	90.82	110.30	10,098.90	91.56	432.44	76,181.80	176.17
Graded Unsurfaced-----	46.36	6,840.56	147.55	64.30	1,074.36	16.71	530.49	46,060.81	86.83
Miscellaneous-----	141.82	16,174.37	114.05	287.04	49,988.79	174.15	1,124.85	158,380.27	140.80
Roads and Streets Not State Owned-----	-----	11,718.59	-----	-----	251.61	-----	-----	19,260.26	-----
County Roads & Bridges-----	-----	-----	-----	-----	-----	-----	-----	34,623.76	-----
Totals (Miles)-----	1,032.71	\$ 249,847.39	\$ 241.93	1,485.25	\$ 283,229.10	\$ 190.69	6,682.80	\$ 1,419,174.29	\$ 212.36
STATE BRIDGES									
Concrete-----	21,657.57	\$ 9,815.39	\$.453	11,344.71	\$ 361.16	\$.031	151,814.68	\$ 20,781.52	\$.137
Steel-----	5,155.36	37,004.87	7.177	3,399.60	8,515.53	2.505	22,870.40	97,435.97	4.260
Timber-----	73,405.16	71,436.01	.973	56,978.00	38,780.87	.680	223,477.88	174,580.85	.781
Totals (Feet)-----	100,218.09	\$ 118,255.77	\$ 1.180	71,722.31	\$ 47,658.56	\$.664	398,162.96	\$ 292,798.34	\$.735
SUMMARY									
Highways - Miles-----	1,212.60	\$ 292,478.36	\$ 241.20	1,878.52	\$ 376,476.39	\$ 200.41	8,200.78	\$ 1,715,250.65	\$ 209.16
Bridges - Feet-----	108,934.71	124,983.45	1.147	84,783.93	48,997.18	.578	485,202.42	344,160.70	.709
Bridges - Lease & Operation-----	-----	105,471.66	-----	-----	44,738.51	-----	-----	132,290.73	-----
Periodic Maintenance-----	-----	25,238.27	-----	-----	18,368.73	-----	-----	408,941.04	-----
Traffic & Accident Prevention-----	-----	52,625.62	-----	-----	52,125.62	-----	-----	212,022.79	-----
Freeze & Storm Damage-----	-----	1,537.07	-----	-----	13,721.39	-----	-----	31,233.84	-----
TOTAL COST OF ALL MAINTENANCE (Miles)-----	1,212.60	\$ 602,334.43	\$ 496.73	1,878.52	\$ 464,950.80	\$ 247.51	8,200.78	\$ 2,843,899.75	\$ 346.78

NOTE: Figures in italics indicate credits.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
CONVICTS OPERATING STATEMENT FOR PERIOD JANUARY 1, TO DECEMBER 31, 1941

CAMP NO.	LOCATION	AVERAGE NO. CONVICTS	BUILDING MAINTENANCE	BUILDING DEPRECIATION	EQUIPMENT OPERATION	FOOD	SALARIES	CLOTHING AND SUPPLIES	HOSPITAL AND DRUGS	REWARDS AND DISCHARGES
8501	Noma	65	\$ 3.66	\$ 658.70	\$ 2,100.80	\$ 8,058.52	\$ 8,362.92	\$ 1,149.42	\$ 680.85	\$ 260.00
8502	Zephyrhills	47	51.14	904.16	1,967.42	6,870.23	7,425.07	1,421.73	187.34	115.00
8503	Indiantown	48	23.59	1,248.30	2,280.37	6,823.54	7,062.95	1,328.78	198.69	120.00
8504	East Palatka	52	5.85	644.81	1,245.39	5,842.81	7,670.97	1,261.94	151.69	170.00
8505	Marianna	42	12.85	667.92	1,179.03	5,550.42	6,924.92	1,280.69	172.54	160.00
8507	Day	59	--	614.96	992.01	9,097.48	9,274.11	1,218.06	151.84	220.00
8508	Ocala	48	8.25	674.24	1,410.72	7,225.77	8,190.15	1,687.59	171.74	185.00
8509	Alachua	63	6.53	555.12	833.87	8,986.94	8,436.52	1,695.59	151.63	405.00
8512	Jay	42	9.14	1,180.21	2,667.91	6,382.39	6,751.63	1,065.09	103.60	140.00
8516	Lake City	56	7.83	914.74	1,508.12	6,550.82	7,811.47	1,246.07	242.03	140.00
8526	Boca Raton	41	38.23	1,065.53	1,265.01	6,115.10	6,865.36	1,143.10	224.06	150.00
8527	Munson	26	--	107.34	188.16	136.48	818.39	179.49	23.86	60.00
8528	Gainesville	41	14.43	541.56	901.72	5,363.20	6,872.52	1,005.87	119.61	210.00
8530	Callahan	49	10.11	824.88	1,764.47	6,326.97	6,904.76	1,692.93	295.54	170.00
8532	DeFuniak Springs	43	9.17	768.78	1,579.50	6,150.90	6,781.17	1,014.75	146.96	125.00
8533	DeSoto City	63	3.15	1,828.18	1,952.34	9,689.07	7,744.68	1,858.95	208.62	220.00
8534	Oviedo	40	27.54	635.10	1,343.20	5,229.08	7,054.16	1,169.53	171.71	170.00
8535	Floral City	46	24.31	747.13	1,144.86	6,526.62	7,897.74	1,140.55	201.16	230.00
8536	Perry	57	--	952.72	1,612.81	7,263.79	8,038.13	1,408.02	426.54	235.00
8537	Panama City	40	33.55	676.11	1,242.30	4,385.94	6,914.07	1,171.45	139.27	80.00
8538	Tallahassee	38	13.55	912.72	1,495.01	6,265.42	6,978.74	1,324.53	157.21	140.00
8539	Cocoa	45	32.70	691.37	1,356.87	6,410.02	7,894.08	1,353.38	153.20	160.00
8540	Bronson	41	13.86	749.86	1,449.27	5,348.05	7,260.17	1,338.96	118.89	140.00
8541	Lake Wales	65	17.55	2,005.50	2,681.63	8,522.34	7,952.16	1,909.67	372.40	195.00
8543	Bartow	49	14.18	481.72	1,291.22	6,691.02	7,168.18	1,217.85	370.84	235.00
8544	Arcadia	54	6.86	934.92	1,435.59	7,318.01	7,876.35	1,151.26	80.90	172.00
8545	DeLand	52	3.15	704.04	1,161.43	6,532.57	7,808.09	1,430.29	166.96	155.00
8546	Pensacola	43	1.80	705.36	1,107.96	5,300.02	6,900.53	893.63	97.74	70.00
8547	St. Augustine	45	16.73	713.63	1,475.57	7,746.11	7,898.86	1,417.46	247.86	115.00
8548	Tavares	47	12.12	1,077.36	1,702.49	6,802.90	7,461.38	1,746.09	174.67	140.00
8549	Ft. Lauderdale	50	53.16	629.12	990.89	8,067.02	6,954.18	1,230.04	289.71	255.00
8550	Ft. Pierce	56	60.68	829.66	928.71	8,078.02	7,821.32	1,853.93	409.57	225.00
	TOTALS	1,553	\$ 535.67	\$ 26,645.70	\$ 46,255.95	\$ 211,657.57	\$ 233,775.73	\$ 42,006.69	\$ 6,808.73	\$ 5,567.00

* Camp discontinued February 20, 1941.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION
CONVICTS OPERATING STATEMENT FOR PERIOD JANUARY 1 TO DECEMBER 31, 1941

CAMP NO.	LOCATION	AVERAGE NO. CONVICTS	OVERHEAD COST DISTRIBUTION	UTILITY SERVICE	LAUNDRY CLEANING SUPPLIES DISINFECTANTS	FURNITURE AND FIXTURES	MISCEL- LANEIOUS EXPENSE	COST FOR CURRENT YEAR	PRODUCTIVE LABOR HOURS	COST PER HOUR
8501	Noma	65	\$ 759.38	\$ 144.00	\$ 316.36	\$ 10.38	\$ 479.36	\$ 22,984.35	175,420	\$.1310
8502	Zephyrhills	47	534.92	323.80	346.75	100.36	546.53	20,794.46	130,120	.1598
8503	Indiantown	48	554.11	201.80	404.24	63.20	161.66	20,471.23	138,260	.1536
8504	East Palatka	52	590.00	315.66	324.36	423.36	303.64	18,950.48	146,043	.1298
8505	Marianna	42	485.39	300.87	304.52	19.95	499.89	17,558.99	117,386	.1496
8507	Day	59	671.27	53.00	499.80	88.36	364.67	23,245.06	152,369	.1526
8508	Ocala	48	541.43	412.99	344.12	126.30	464.34	21,442.64	129,590	.1655
8509	Alachua	63	713.80	208.48	378.81	78.41	390.88	22,841.58	169,121	.1351
8512	Jay	42	481.65	81.25	175.82	79.61	175.85	19,294.16	105,455	.1830
8516	Lake City	56	637.06	650.15	268.25	98.52	274.50	20,349.56	147,429	.1380
8526	Boca Raton	41	467.61	456.71	363.30	247.00	147.85	18,548.86	108,330	.1712
8527	Munson	26	68.19	3.20	13.60	469.32	2.14	2,070.17	8,530	.2427
8528	Gainesville	41	470.13	586.07	199.16	63.07	378.54	16,725.88	114,215	.1464
8530	Callahan	49	559.66	504.90	402.72	195.54	429.78	20,082.21	131,318	.1529
8532	DeFuniak Springs	43	496.47	346.60	241.20	22.34	315.08	17,953.24	122,006	.1472
8533	DeSoto City	63	716.74	162.80	447.00	101.47	283.80	25,216.80	170,625	.1478
8534	Oviedo	40	456.23	367.01	203.11	19.55	435.52	17,281.74	111,510	.1550
8535	Floral City	46	523.58	378.62	347.34	61.15	348.57	19,571.13	123,019	.1591
8536	Perry	57	652.20	516.45	296.84	86.27	535.88	22,024.65	151,971	.1449
8537	Panama City	40	460.60	430.75	341.53	52.20	230.53	16,158.30	110,435	.1463
8538	Tallahassee	38	438.65	529.10	334.63	63.89	489.93	19,143.38	105,140	.1821
8539	Cocoa	45	509.85	576.30	433.70	26.89	381.20	19,979.36	121,800	.1640
8540	Bronson	41	457.40	378.86	216.11	77.55	306.69	17,855.87	114,804	.1555
8541	Lake Wales	65	743.96	184.00	467.43	106.12	262.21	25,419.97	185,090	.1373
8543	Bartow	49	570.91	378.89	237.02	30.55	483.80	19,171.18	137,860	.1391
8544	Arcadia	54	610.92	391.84	399.15	106.24	306.27	20,790.31	149,650	.1389
8545	DeLand	52	586.42	418.22	428.99	173.39	344.70	19,913.25	149,020	.1336
8546	Pensacola	43	497.05	249.40	233.20	1.80	348.07	16,406.56	114,911	.1428
8547	St. Augustine	45	520.82	591.42	558.01	357.38	497.26	22,156.11	116,929	.1895
8548	Tavares	47	541.31	388.39	350.02	28.00	422.13	20,841.86	131,990	.1579
8549	Ft. Lauderdale	50	577.82	687.66	463.47	142.95	278.57	20,619.59	136,600	.1509
8550	Ft. Pierce	56	541.74	541.49	354.78	117.62	690.68	22,553.20	153,010	.1474
	TOTALS	1,553	\$ 17,537.48	\$ 11,755.68	\$ 10,695.35	\$ 3,594.06	\$ 11,580.02	\$ 628,415.63	4,174,956	\$.1505

NOTE: Figures in italics indicate credits.

STATE ROAD DEPARTMENT OF FLORIDA
GENERAL ACCOUNTING DIVISION

CONVICTS OPERATING STATEMENT FOR PERIOD JANUARY 1, TO DECEMBER 31, 1942

CAMP NO.	LOCATION	AVERAGE NO. CONVICTS	BUILDING MAINTENANCE	BUILDING DEPRECIATION	EQUIPMENT OPERATION	FOOD	SALARIES	CLOTHING AND SUPPLIES	HOSPITAL AND DRUGS	REWARDS AND DISCHARGES
8501	Noma	39	\$ 5.54	\$ 582.29	\$ 2,074.07	\$ 4,588.22	\$ 6,432.63	\$ 945.65	\$ 309.89	\$ 90.00
8502	Zephyrhills	44	32.13	818.42	1,964.44	7,797.66	8,405.08	1,127.68	368.87	190.00
8503	Indiantown	45	27.09	969.39	2,283.46	7,667.48	7,084.96	980.74	179.29	70.00
8504	East Palatka	41	25.11	609.95	1,256.83	5,797.75	7,578.67	381.81	91.33	10.00
8505	Marianna	38	20.81	645.42	609.77	6,475.88	7,585.37	1,082.93	134.73	70.00
8507	Live Oak	47	-----	895.29	1,279.30	9,144.93	8,247.01	634.55	245.97	85.00
8508	Ocala	41	22.51	651.29	1,268.21	8,306.11	8,142.16	1,011.41	115.49	60.00
8509	Alachua	58	14.27	495.37	968.79	10,506.81	8,287.86	1,170.53	114.15	175.00
8510	Ft. Myers	46	5.72	1,934.47	1,425.64	9,800.81	6,638.78	1,837.99	164.71	10.00
8512	Jay	40	3.57	1,546.99	2,493.04	8,002.52	6,819.18	1,324.13	229.96	50.00
8516	Lake City	47	18.33	815.49	1,273.34	8,018.69	7,991.69	1,456.31	263.18	105.00
8526	Honestead	34	40.32	1,941.12	756.09	5,351.36	6,648.69	545.71	10.00	85.00
8528	Gainesville	38	139.32	505.40	1,087.81	6,155.63	7,451.94	1,009.86	144.62	125.00
8530	Callahan	40	27.16	938.73	1,555.17	6,718.92	8,401.22	850.07	154.40	60.00
8532	DeFuniak Springs	39	14.25	783.65	1,238.92	7,223.19	6,872.20	1,308.44	140.82	20.00
8533	Dade City	47	3.20	2,055.41	2,325.30	9,704.11	7,262.38	1,053.12	259.48	190.00
8534	Oviedo	34	21.20	598.86	1,518.16	5,612.18	6,734.10	743.41	116.30	100.00
8535	Floral City	40	37.98	725.23	1,667.76	8,626.91	7,839.36	1,533.81	311.73	220.00
8536	Perry	44	56.61	986.13	1,501.12	7,347.39	8,100.50	1,080.69	231.86	100.00
8537	Panama City	38	6.57	653.28	1,195.56	5,004.59	7,570.40	831.83	83.85	50.00
8538	Tallahassee	38	-----	874.54	1,193.38	7,761.06	7,185.45	1,094.17	223.47	95.00
8539	Cocoa	43	40.38	617.56	1,503.92	7,517.52	7,348.01	1,057.39	142.10	85.00
8540	Bronson	37	24.33	669.34	854.12	5,909.55	7,339.80	1,162.41	159.13	20.00
8541	Lake Wales	56	45.77	1,586.18	1,516.87	9,680.03	7,853.19	1,600.69	235.03	170.00
8543	Bartow	39	7.50	460.21	1,122.88	6,593.09	7,207.80	839.81	157.69	30.00
8544	Arcadia	49	1.80	855.94	1,332.83	9,325.62	7,944.81	1,172.49	108.32	160.00
8545	Deland	45	32.06	681.28	1,192.51	7,885.60	7,672.37	868.37	293.03	75.00
8546	Pensacola	35	5.20	655.38	1,181.87	5,088.57	6,816.68	997.75	79.20	30.00
8547	St. Augustine	38	24.58	865.76	1,554.26	9,066.39	7,362.58	1,055.39	147.86	55.00
8548	Tavares	42	27.07	958.19	1,589.71	8,260.03	7,851.57	1,813.14	238.90	95.00
8549	Ft. Lauderdale	39	7.15	744.26	1,089.82	7,799.34	7,200.55	1,084.81	241.76	80.00
8550	Ft. Pierce	42	19.35	939.80	1,512.55	8,542.53	7,473.37	1,170.64	296.94	110.00
	TOTALS	1,348	\$ 751.87	\$ 28,660.92	\$ 45,387.30	\$ 242,190.28	\$ 239,380.31	\$ 34,322.78	\$ 5,993.97	\$ 2,870.00

STATE ROAD DEPARTMENT OF FLORIDA

GENERAL ACCOUNTING DIVISION

CONVICTS OPERATING STATEMENT FOR PERIOD JANUARY 1, TO DECEMBER 31, 1942

CAMP NO.	LOCATION	AVERAGE NO. CONVICTS	OVERHEAD COST DISTRIBUTION	UTILITY SERVICE	LAUNDRY CLEANING SUPPLIES DISINFECTANTS	FURNITURE AND FIXTURES	MISCEL- LANEUS EXPENSES	COST FOR CURRENT YEAR	PRODUCTIVE LABOR HOURS	COST PER HOUR
8501	Noma	39	\$ 438.97	\$ 191.00	\$ 321.40	\$ 88.05	\$ 679.97	\$ 16,520.98	101,235	\$.1632
8502	Zephyrhills	44	490.43	525.49	415.94	339.40	500.33	22,975.87	105,970	.2168
8503	Indiantown	45	500.12	148.15	458.02	26.20	298.16	20,593.06	124,330	.1656
8504	East Palatka	41	455.26	374.58	420.48	58.92	335.88	17,396.58	113,022	.1539
8505	Marianna	38	421.75	496.95	346.55	55.17	352.90	18,298.23	102,799	.1780
8507	Live Oak	47	516.98	202.33	534.84	363.55	502.27	22,652.02	122,412	.1850
8508	Ocala	41	450.27	393.37	516.23	298.20	372.08	21,607.33	110,570	.1954
8509	Alachua	58	540.04	249.84	853.72	74.85	157.98	23,708.51	155,999	.1520
8510	Ft. Myers	46	512.99	398.38	585.69	990.79	423.35	24,729.32	112,645	.2196
8512	Jay	40	442.20	97.60	395.96	62.20	323.80	21,791.15	104,250	.2090
8516	Lake City	47	518.92	736.72	450.64	357.35	316.77	22,317.43	115,414	.1934
8526	Homestead	34	379.84	410.13	407.35	603.27	194.67	18,373.85	89,130	.2061
8528	Gainesville	38	417.90	616.99	346.59	296.10	397.85	18,724.81	100,403	.1865
8530	Callahan	40	443.99	488.20	231.17	36.30	475.21	20,420.54	106,871	.1912
8532	DeFuniak Springs	39	424.55	390.38	377.77	22.60	282.16	19,093.93	108,281	.1763
8533	Dade City	47	526.62	169.20	516.37	599.92	400.57	25,065.63	114,756	.2184
8534	Oviedo	34	373.81	397.88	256.04	58.20	492.78	17,022.92	89,330	.1906
8535	Floral City	40	444.55	375.63	508.70	99.90	553.75	22,945.31	102,325	.2242
8536	Perry	44	488.08	451.11	499.12	72.05	713.33	21,587.99	108,339	.1993
8537	Panama City	38	421.13	374.59	318.26	182.57	268.54	16,961.17	103,622	.1637
8538	Tallahassee	38	424.03	546.71	328.89	96.88	492.41	20,315.99	109,770	.1851
8539	Cocoa	43	473.92	570.91	535.38	583.05	329.67	20,804.81	112,536	.1849
8540	Bronson	37	407.45	454.90	380.02	267.35	465.40	18,113.80	101,853	.1778
8541	Lake Wales	56	624.08	165.50	722.12	399.03	331.32	24,929.81	151,495	.1646
8543	Kartow	39	433.31	494.75	497.72	22.10	419.58	18,286.35	103,340	.1770
8544	Arcadia	49	540.14	376.27	540.77	429.50	303.02	23,091.51	132,340	.1745
8545	DeLand	45	497.61	316.74	465.44	638.35	436.10	21,054.45	123,510	.1705
8546	Pensacola	35	385.03	310.51	359.40	26.00	834.18	16,717.82	88,809	.1882
8547	St. Augustine	38	415.61	531.61	753.12	610.03	493.73	22,725.92	95,690	.2375
8548	Tavares	42	458.44	414.36	480.55	128.85	584.63	22,395.44	112,887	.1984
8549	Ft. Lauderdale	39	435.47	481.62	524.04	574.75	407.10	20,570.67	101,050	.2046
8550	Ft. Pierce	42	463.81	449.02	597.96	495.01	516.24	22,587.22	110,480	.2044
TOTALS		1,343	\$ 14,867.35	\$ 12,710.92	\$ 15,096.25	\$ 8,722.79	\$ 13,545.73	\$ 664,490.42	3,535,463	\$.1880

NOTE: Figures in italics indicate credits.

STATE ROAD DEPARTMENT OF FLORIDA
STATE MAINTAINED SYSTEM OF ROADS AS OF DECEMBER 31, 1942

COUNTIES	MILES OF ROADS BY TYPES																	
	CEMENT CONC.	CONC. & RETREAD	BIT. MAC.	ASPH. CONC.	ROCK ASPH.	CONC. BASE ROCK ASPH.	SHEET ASPH.	COL-PROVIA	MAC. ASPH.	BRICK	BRICK CONC.	BRICK ASPH.	BRICK RBST	BRICK ST	BRICK & ASPH. BLOCK	ASPH. BLOCK	ASPH. BLK. ST	RETREAD
Alachua	11.12	---	19.06	---	---	---	12.44	---	---	---	---	---	---	---	---	---	---	11.12
Baker	25.30	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	5.36
Bay	14.82	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Bradford	---	---	---	---	---	---	---	---	---	.35	---	---	---	---	---	---	---	12.56
Brevard	15.59	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Broward	21.33	---	6.26	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1.65
Calhoun	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Charlotte	---	---	---	---	---	---	.68	---	.41	---	---	---	---	---	---	---	---	---
Citrus	.72	---	---	.10	---	---	---	---	---	---	---	---	---	---	---	---	---	11.88
Clay	---	---	---	---	---	---	---	---	---	3.01	---	---	---	---	---	---	---	16.96
Collier	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	23.04
Columbia	27.24	---	8.68	---	---	---	---	---	---	.58	---	---	---	---	---	---	---	13.60
Dade	36.26	---	.88	.56	---	---	22.50	---	---	---	---	---	---	---	---	---	---	25.36
DeSoto	10.64	---	5.73	---	---	---	.63	---	---	---	---	---	5.38	---	---	---	---	---
Dixie	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	6.62
Duval	80.74	7.75	1.47	1.97	---	---	5.41	7.61	---	3.94	---	1.64	---	---	---	---	---	15.05
Escambia	71.38	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Flagler	5.95	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Franklin	1.10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Gadsden	25.01	---	---	1.83	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Gilchrist	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Glades	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Gulf	.73	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Hamilton	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	8.30
Hardee	.12	---	---	1.05	---	---	---	---	---	1.06	.85	---	1.00	---	---	---	---	---
Heard	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Hernando	9.31	---	---	---	---	---	---	---	---	.47	---	---	---	---	---	---	---	9.52
Highlands	---	---	1.05	---	---	---	5.31	---	---	---	---	---	---	---	---	---	---	---
Hillsborough	64.14	---	---	---	---	---	---	---	---	.60	---	---	---	---	---	41.06	---	2.80
Holmes	.56	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Indian River	11.27	---	7.75	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Jackson	6.24	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Jefferson	10.19	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Lafayette	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Lake	18.26	---	---	46.57	---	---	19.91	---	---	.78	---	---	---	---	---	---	---	4.69
Lee	.04	---	34.02	---	---	---	1.90	---	---	.12	---	---	---	---	---	1.06	---	14.28
Leon	71.22	---	---	.26	---	---	.96	---	---	---	---	---	---	---	---	---	---	---
Levy	.01	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	12.91
Liberty	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Madison	17.43	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	13.58
Manatee	9.08	---	11.77	1.96	---	---	---	---	---	2.37	---	---	---	---	---	1.65	---	---
Marion	---	---	---	---	---	---	14.76	---	---	.23	---	---	---	---	---	---	---	15.57
Martin	8.59	---	---	---	---	---	20.60	---	---	---	---	---	---	---	---	---	---	---
Monroe	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Nassau	26.10	---	9.94	---	---	---	---	---	---	1.60	---	---	---	---	---	---	---	---
Okaloosa	.47	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Okeechobee	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Orange	19.02	---	1.49	23.45	---	---	8.56	---	---	12.08	---	30.26	---	---	---	---	---	---
Osceola	10.66	---	---	---	---	---	---	---	---	1.11	---	---	---	2.70	---	---	---	---
Palm Beach	17.66	---	3.06	.19	6.86	3.25	4.10	---	---	---	---	---	---	---	---	---	---	---
Pasco	19.25	---	---	---	---	---	---	---	---	3.20	---	---	---	---	---	---	---	---
Pinellas	---	---	---	---	---	---	---	---	---	---	---	---	---	---	15.28	79.45	24.01	1.63
Polk	28.90	---	---	30.00	---	---	50.51	---	20.72	2.97	---	---	---	---	---	.06	---	.19
Putnam	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
St. Johns	16.28	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
St. Lucie	20.19	---	---	3.07	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Santa Rosa	5.29	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Sarasota	6.19	---	---	17.80	---	---	9.35	---	---	2.25	---	---	---	---	---	.64	---	.70
Seminole	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Sumter	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	3.27
Suwannee	13.77	---	---	---	---	---	---	---	---	.15	---	---	.80	---	---	---	---	2.10
Taylor	---	---	---	1.13	---	---	---	.66	---	---	---	---	---	---	---	---	---	12.12
Union	.03	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Volusia	31.49	---	---	---	3.78	---	2.11	---	---	3.89	12.99	---	---	---	---	---	---	20.08
Wakulla	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Walton	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Washington	5.59	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
TOTALS	807.27	7.75	111.16	129.94	10.64	3.25	179.73	8.29	21.13	40.76	13.84	31.90	7.18	2.70	15.28	123.92	24.01	263.94

STATE ROAD DEPARTMENT OF FLORIDA
STATE MAINTAINED SYSTEM OF ROADS AS OF DECEMBER 31, 1942

COUNTIES	MILES OF ROADS BY TYPES																TOTAL ROAD MILES	MILES ALL BRIDGES	TOTAL MILES
	COMBIN- ATION	RBST	RBST SBRM	SAND ASPH.	SBST	MBST	SCST	SBRM	SBRM ST	SAST	LOCAL ROCK	MARL	SHELL	SAND CLAY	MISC.	GRADE			
Alachua	3.93	166.68						7.89								20.41	252.55	.50	251.21
Baker									10.78							5.07	46.47	.12	46.59
Bay		12.56					11.69	55.12							38.90	2.52	115.61	7.11	118.92
Bradford		72.11															85.02	.52	85.54
Brevard		101.00		6.00				64.40								16.07	201.06	4.01	207.07
Broward		96.27							5.17							.98	131.86	.50	132.36
Calhoun		2.87					52.47	2.58								9.27	67.19	1.72	68.91
Charlotte		50.54						9.02				18.15					78.80	1.87	80.67
Citrus		67.37														11.01	91.08	.70	91.78
Clay		53.09							31.56						3.00		107.62	1.42	109.04
Collier		67.25			9.88	9.98		9.95	1.01			19.97	.99				141.07	2.02	143.09
Columbia		41.83						27.44								9.08	126.45	.42	126.87
Dade		109.17															194.71	2.21	196.94
DeSoto		50.43										6.73					79.53	.71	80.26
Dixie		39.20														7.91	49.73	.52	50.25
Duval		24.28							.44						17.17	8.15	171.94	2.94	174.58
Escambia							47.18	4.75							1.94	7.93	129.18	1.72	130.90
Flagler		67.25													2.30		75.50	.76	75.86
Franklin		25.50			15.80			21.67								1.07	67.14	7.73	70.87
Gadsden		1.45					54.46									14.48	107.27	1.76	108.63
Gilchrist		38.85														16.95	55.80	.06	55.86
Glades		24.09			5.11	9.83						17.99				8.12	85.14	1.15	86.49
Gulf		.52					12.40	3.05							29.87		56.57	.71	66.88
Hamilton		38.55														28.15	75.20	.70	75.50
Hardee		48.63						4.89								10.94	68.54	.51	69.05
Healy		34.61			1.06	12.15		10.04				7.87	1.05				56.78	.48	67.26
Hernando		59.93															79.23	.16	79.39
Highlands		72.86			17.32											28.01	124.55	.88	125.43
Hillsborough		48.15															156.75	1.79	156.11
Holmes		72					77.71									11.06	110.05	1.41	111.46
Indian River		26.90						24.40				.42					72.74	2.21	74.97
Jackson		17.57					121.59								8.26	24.88	1.41	199.95	
Jefferson		41.19					10.00								41.13	102.51	.58	103.09	
Lafayette		47.77						2.70							20.41	70.88	.77	71.25	
Lake		180.75													16.19	287.15	2.21	289.36	
Lee		9.88		1.67	13.05			17.92					5.51			1.43	100.88	1.55	102.43
Leon		6.23					37.41							3.17		8.15	127.40	.60	128.00
Levy		151.02														10.06	174.00	.80	174.80
Liberty			8.58				32.53	10.65								55.98	107.79	.99	108.78
Madison		49.82												5.71		16.34	102.88	.57	103.45
Manatee		77.28			4.64												108.75	1.62	110.37
Marianna		243.63					4.14										278.33	.26	278.59
Martin		59.33						26.83	6.56							1.98	123.89	1.31	125.20
Monroe		92.43									16.50						108.93	6.98	115.91
Nassau		44.19							.30							5.02	87.24	.84	88.08
Okaloosa							101.16	39.81									141.44	2.86	144.30
Okeechobee		66.62						12.62								.25	79.49	1.69	81.18
Orange		41.22													19.88		155.96	.50	156.46
Osceola		67.57						40.16									122.20	.98	123.18
Palm Beach		172.66						12.28	7.90							28.70	256.66	3.06	259.72
Pasco		130.52															152.97	.29	153.26
Pinellas		1.78															121.75	1.93	123.68
Polk		111.83		2.16				6.95								14.21	268.50	1.26	269.76
Putnam		73.19													30.78		104.17	.93	105.10
St. Johns		89.80			13.53			14.02							24.42	16.72	174.77	4.58	179.35
St. Lucie		55.87						.48								12.36	91.97	1.21	93.18
Santa Rosa							105.48	43.27							6.48		160.52	7.05	163.57
Sarasota		93.18		1.08	.10					3.15							134.44	1.90	136.34
Seminole		46.60													36.35		82.95	.42	83.37
Sumter		96.64														12.02	111.93	.24	112.17
Suwannee		72.59						11.61								1.30	102.32	.18	102.50
Taylor		61.67						9.91								1.66	87.15	.61	87.76
Union		47.88							5.87							4.07	57.95	.39	58.24
Volusia		100.43						10.05								5.21	190.93	1.25	191.28
Wakulla		26.75			14.93			11.72								4.31	57.71	.96	58.67
Walton							85.05	72.96								17.85	175.86	2.89	178.75
Washington		.67					79.51	9.74									95.51	1.56	97.07
TOTALS	3.93	3,841.05	8.58	10.91	95.42	31.96	852.83	598.88	69.88	1.15	16.50	91.13	7.55	8.88	215.35	551.78	8,210.47	92.05	8,302.52

SUMMARY OF ALL BRIDGE STRUCTURES

(All structure types more than 20 feet in length, together with all timber structures, regardless of length)

COUNTY	BRIDGES	OVER-PASSES	UNDER-PASSES	DRAW-BRIDGES	TOTAL BRIDGE STRUCTURES	LENGTH, IN FEET, OF BRIDGES BY STRUCTURE TYPES							TOTAL LENGTH IN FEET	TOTAL LENGTH IN MILES
						TIMBER	STEEL	CONCRETE	TIMBER & STEEL	TIMBER & CONCRETE	STEEL & CONCRETE	TIMBER STEEL & CONCRETE		
Alachua	31	2	1	-	34	1,149	-	998	-	-	1,262	222	3,631	.688
Baker	8	1	-	-	9	377	-	599	-	-	42	177	1,195	.226
Bay	44	1	-	4	49	7,793	495	466	36	-	6,996	2,017	17,803	3.372
Bradford	43	1	-	-	44	1,250	-	1,843	23	-	100	163	3,379	.640
Brevard	63	1	-	5	69	15,346	820	1,048	-	-	2,730	726	20,670	3.915
Broward	15	-	-	8	23	172	978	969	-	-	467	75	2,661	.504
Calhoun	18	1	-	1	20	1,107	138	124	-	-	442	1,046	2,857	.541
Charlotte	82	-	-	2	84	4,214	221	4,505	-	-	1,085	-	10,025	1.898
Citrus	5	4	-	-	9	95	-	1,203	-	-	123	-	1,421	.269
Clay	43	-	-	2	45	1,535	322	3,652	8	-	396	277	6,190	1.172
Collier	134	-	-	2	136	6,378	141	920	-	2,026	1,077	100	10,642	2.015
Columbia	24	-	-	-	24	94	142	690	-	-	-	984	1,910	.362
Dade	79	-	-	5	84	2,415	557	1,851	-	1,147	5,672	-	11,642	2.205
DeSoto	58	1	-	-	59	2,401	-	410	-	453	177	481	3,922	.743
Dixie	30	-	-	-	30	2,002	-	34	-	-	-	364	2,400	.454
Duval	38	4	1	9	52	528	1,110	6,822	-	-	6,091	-	14,551	2.756
Escambia	27	2	-	1	30	898	296	2,399	36	-	-	2,006	5,635	1.067
Flagler	19	1	-	-	20	168	-	1,141	-	-	-	831	2,140	.405
Franklin	23	-	-	2	25	2,011	405	28	38	-	434	20,140	23,056	4.367
Gadsden	24	3	-	1	28	717	199	3,382	-	-	4,977	250	9,525	1.804
Gilchrist	5	-	-	-	5	65	-	-	-	-	482	-	547	.104
Glades	87	-	-	2	89	2,822	239	-	-	-	-	2,026	5,087	.963
Gulf	20	-	-	2	22	975	84	-	-	-	119	478	1,656	.314
Hamilton	11	-	-	-	11	395	-	508	-	162	243	-	1,308	.248
Hardee	22	-	-	-	22	839	-	999	60	-	631	139	2,668	.505
Hendry	52	-	-	2	54	1,708	127	-	22	169	-	372	2,398	.454
Hernando	8	1	-	-	9	233	-	62	-	-	153	704	1,152	.218
Highlands	37	1	-	-	38	2,779	-	-	-	-	-	-	2,779	.526
Hillsborough	49	5	-	2	56	1,655	238	2,583	132	206	1,977	793	7,584	1.436
Holmes	40	1	-	-	41	6,132	-	226	-	-	21	-	6,379	1.208
Indian River	52	1	-	2	55	9,851	292	1,378	30	-	208	-	11,759	2.227
Jackson	33	2	2	-	37	2,502	722	579	-	91	662	852	5,408	1.024
Jefferson	24	3	1	-	28	1,707	-	366	53	-	-	551	2,677	.507

COUNTY	BRIDGES	OVER-PASSES	UNDER-PASSES	DRAW-BRIDGES	TOTAL BRIDGE STRUCTURES	TIMBER	LENGTH, IN FEET, OF BRIDGES BY STRUCTURE TYPES						TOTAL LENGTH IN FEET	TOTAL LENGTH IN MILES
							STEEL	CONCRETE	TIMBER & STEEL	TIMBER & CONCRETE	STEEL & CONCRETE	TIMBER STEEL & CONCRETE		
Lafayette	20	-	-	-	20	1,033	-	96	-	-	-	284	1,413	.267
Lake	17	3	-	3	23	8,895	950	162	-	-	122	553	10,682	2.023
Lee	53	-	-	4	57	2,270	394	4,908	-	-	455	232	8,259	1.564
Leon	24	6	2	-	32	1,335	143	1,636	-	106	1,294	795	5,309	1.005
Levy	48	-	-	-	48	2,725	-	1,171	-	-	745	151	4,792	.907
Liberty	27	-	-	-	27	1,142	280	78	-	-	8,237	1,744	11,476	2.173
Madison	27	1	-	-	28	1,308	-	979	-	378	749	-	3,414	.647
Manatee	41	-	-	2	43	3,317	258	4,090	-	783	83	36	8,567	1.622
Marion	13	3	4	3	23	517	352	392	-	-	-	322	1,583	.300
Martin	50	1	-	5	56	1,080	567	1,761	20	66	2,085	900	6,479	1.227
Moaroe	31	-	-	2	33	31,630	162	-	38	-	-	4,329	36,159	6.848
Nassau	48	3	-	2	53	1,040	404	1,906	-	-	819	77	4,246	.804
Okaloosa	36	2	-	-	38	10,236	245	2,534	326	-	1,102	2,248	16,691	3.161
Okeechobee	61	1	-	3	65	9,975	408	-	-	-	201	350	10,934	2.071
Orange	18	1	1	-	20	1,503	-	544	-	-	186	-	2,233	.423
Osceola	52	1	-	1	54	4,244	148	1,434	-	-	-	850	6,676	1.264
Palm Beach	83	2	-	20	105	6,011	1,758	5,674	67	-	1,358	775	15,643	2.963
Pasco	21	2	-	-	23	217	305	1,133	-	-	37	50	1,742	.330
Pinellas	24	1	-	5	30	288	451	9,162	-	-	-	102	9,998	1.893
Polk	44	4	4	-	52	240	-	2,401	-	272	680	1,304	4,897	.927
Putnam	29	1	1	3	34	1,085	426	3,446	-	-	59	-	5,016	.950
St. Johns	68	-	-	5	73	23,091	475	894	84	-	2,242	406	27,192	5.150
St. Lucie	42	-	-	2	44	3,769	402	404	-	-	-	1,830	6,405	1.213
Santa Rosa	39	1	-	3	43	9,517	311	740	30	31	2,160	7,511	20,300	3.845
Sarasota	54	-	-	4	58	2,175	351	1,930	139	3,964	405	-	8,964	1.697
Seminole	17	-	-	2	19	1,116	282	261	70	-	252	-	1,981	.375
Sumter	18	-	-	-	18	193	-	168	-	-	818	301	1,480	.280
Suwannee	3	1	-	-	4	-	-	963	-	-	896	503	2,362	.447
Taylor	39	-	-	-	39	1,301	-	401	-	31	340	1,043	3,116	.590
Union	17	1	-	-	18	1,336	-	25	46	-	-	-	1,407	.266
Volusia	41	2	-	5	48	4,820	1,051	1,273	-	-	836	175	7,655	1.449
Wakulla	13	-	-	-	13	1,513	-	71	36	-	112	-	1,732	.328
Walton	65	-	-	1	66	6,323	100	-	-	198	-	5,878	12,499	2.367
Washington	23	-	-	2	25	5,122	296	79	-	-	2,202	4,968	12,667	2.399
Totals	2,454	73	17	129	2,673	232,675	18,045	90,496	1,294	10,083	64,542	73,491	490,626	92.922
Total in Miles	-----	-----	-----	-----	-----	44.1	3.4	17.1	.3	1.9	12.2	13.9	92.9	92.9

LIST OF OVERPASSES ON ROADS UNDER STATE MAINTENANCE AS OF DECEMBER 31, 1942

COUNTY NUMBER	COUNTY	ROAD NO.	PROJECT NUMBER		RURAL OR URBAN	TOTAL LENGTH	ROADWAY WIDTH	LENGTH, IN FEET, OF OVERPASSES BY STRUCTURE TYPES						
			OLD	NEW				TIMBER	STEEL	CONCRETE	TIMBER & STEEL	TIMBER & CONCRETE	STEEL & CONCRETE	TIMBER, STEEL & CONCRETE
1	Alachua	2	WPGH-8	4050	R	349	24	-	-	-	-	-	349	-
1	Alachua	14	FAP-55-B	3224	U	199	20	-	-	199	-	-	-	-
2	Baker	1	WPGH-11	4073	R	164	24	-	-	164	-	-	-	-
3	Bay	20	500-C	5460	R	106	20	106	-	-	-	-	-	-
4	Bradford	28	717	5826	R	114	20	91	-	-	23	-	-	-
5	Brevard	4	WPGM-40-F	4090	U	116	40	-	-	116	-	-	-	-
7	Calhoun	500	FAGM-2-B	4094	U	686	24	-	-	-	-	-	-	686
9	Citrus	5	625	6005	U	95	20	95	-	-	-	-	-	-
9	Citrus	5	625	6005	U	132	20	-	-	132	-	-	-	-
9	Citrus	5	682	6006	U	259	20	-	-	136	-	-	123	-
9	Citrus	36	FAGM-55	4121	U	165	26	-	-	165	-	-	-	-
14	DeSoto	2	WPGM-227	4026	U	427	24	-	-	-	-	-	177	250
16	Duval	1	862	5840	U	826	40	-	-	826	-	-	-	-
16	Duval	3	885	5428	U	870	40	-	-	870	-	-	-	-
16	Duval	13	FAGM-103-G	4063	U	204	28	-	-	-	-	-	204	-
16	Duval	204	WPGH-196-A	4012	R	191	24	-	-	-	-	-	191	-
17	Escambia	1	WPGH-35-B	4197	R	158	24	-	-	158	-	-	-	-
17	Escambia	1	NRM-109-B	4200	U	971	40	-	-	-	-	-	-	971
18	Flagler	28	NRM-72-C	4290	U	422	24	-	-	422	-	-	-	-
20	Gadsden	1	633-B	5763	R	121	20	-	-	121	-	-	-	-
20	Gadsden	1	WPGS-202	4181	R	117	24	-	-	117	-	-	-	-
20	Gadsden	1	673	5764	R	82	20	82	-	-	-	-	-	-
27	Hernando	5	WPGM-194-B	4056	U	153	24	-	-	-	-	-	153	-
28	Highlands	8	562	5891	R	142	18	142	-	-	-	-	-	-
29	Hillsborough	5	WPGH-76-H	4068	R	177	24	-	-	177	-	-	-	-
29	Hillsborough	5	FAP-76-D	3271	R	218	30	-	-	218	-	-	-	-
29	Hillsborough	17	WPGH-64-C	4001	R	168	24	-	-	-	-	-	168	-
29	Hillsborough	23	WPGS-250	4043	R	152	24	-	-	-	-	-	152	-
29	Hillsborough	545	FAGS-67	4128	R	438	34	-	-	-	-	-	438	-
30	Holmes	1	WPGH-192-A	4187	R	113	24	-	-	113	-	-	-	-
31	Indian River	4	NRH-140	4275	R	287	24	-	-	287	-	-	-	-
32	Jackson	6	670	5220	U	112	20	112	-	-	-	-	-	-
32	Jackson	6	657	5219	R	111	20	111	-	-	-	-	-	-
33	Jefferson	11	720	5167	R	301	20	272	-	-	29	-	-	-
33	Jefferson	96	820	5767	R	117	20	93	-	-	24	-	-	-

COUNTY NUMBER	COUNTY	ROAD NO.	PROJECT NUMBER		RURAL OR URBAN	TOTAL LENGTH	ROADWAY WIDTH	LENGTH, IN FEET, OF OVERPASSES BY STRUCTURE TYPES						
			OLD	NEW				TIMBER	STEEL	CONCRETE	TIMBER & STEEL	TIMBER & CONCRETE	STEEL & CONCRETE	TIMBER, STEEL & CONCRETE
33	Jefferson	96	820	5767	R	120	20	120	-	-	-	-	-	-
35	Lake	2	687-A	6066	U	119	20	-	-	119	-	-	-	-
35	Lake	2	NRM-115	4304	U	184	24	-	184	-	-	-	-	-
35	Lake	8-A	FAP-175-G	3045	U	122	24	-	-	-	-	-	122	-
37	Leon	1	FAP-54-A	3199	R	110	20	110	-	-	-	-	-	-
37	Leon	10-A	PAS-10-A	3111	R	111	20	111	-	-	-	-	-	-
37	Leon	76	FAGH-131-C	4118	R	218	28	-	-	-	-	-	218	-
37	Leon	341	723	5779	R	111	20	111	-	-	-	-	-	-
37	Leon	500	723	5780	R	112	20	112	-	-	-	-	-	-
37	Leon	500	698	5141	R	111	20	111	-	-	-	-	-	-
40	Madison	1	WPGH-45-B	4099	R	143	24	-	-	143	-	-	-	-
42	Marion	2	FAP-43	3307	R	123	20	-	-	123	-	-	-	-
42	Marion	5	WPGS-176	4292	R	117	24	-	-	117	-	-	-	-
42	Marion	74	NRM-84-E	4295	U	322	24	-	-	-	-	-	-	322
43	Martin	4	WPGH-191-A	4273	R	134	24	-	-	134	-	-	-	-
45	Nassau	1	WPGH-11-1	4225	R	271	24	-	-	-	-	-	271	-
45	Nassau	13	WPGH-103-D	4091	R	119	24	-	-	119	-	-	-	-
45	Nassau	13	WPGM-103-E	4096	U	157	24	-	-	-	-	-	157	-
46	Okaloosa	1	FAGH-1	4100	R	140	28	-	-	-	-	-	140	-
46	Okaloosa	33	652	5803	R	115	20	92	-	-	23	-	-	-
47	Okeechobee	8	FAGS-205-A	4013	R	201	24	-	-	-	-	-	201	-
48	Orange	2	FAP-74-A	3175	R	175	20	-	-	93	-	-	82	-
49	Osceola	2	WPGM-2-B	4098	U	256	22	-	-	256	-	-	-	-
50	Palm Beach	25	WPGM-122	4053	U	181	24	-	-	181	-	-	-	-
50	Palm Beach	25	FAGM-122-B	4064	U	1,172	24	-	-	1,172	-	-	-	-
51	Pasco	5	WPGH-194-A	4010	R	114	24	-	-	114	-	-	-	-
51	Pasco	23	WPGS-179-B	4074	R	223	24	-	-	223	-	-	-	-
52	Pinellas	15	WPGS-219-B	4058	R	202	24	-	-	202	-	-	-	-
53	Polk	2	758	5924	U	131	24	-	-	131	-	-	-	-
53	Polk	2	WPGM-214	4017	R	162	20	-	-	-	-	-	162	-
53	Polk	8-A	WPGH-175-D	4165	R	205	24	-	-	205	-	-	-	-
53	Polk	17	WPGM-73-G	4055	U	518	24	-	-	-	-	-	518	-
54	Putnam	14	FAP-50-A	3306	R	119	20	-	-	119	-	-	-	-
57	Santa Rosa	1	WPGH-14-AB	4052	R	198	24	-	-	198	-	-	-	-
61	Suwannee	50	764	5390	R	113	20	-	-	113	-	-	-	-
63	Union	49	888	5560	R	119	20	73	-	-	46	-	-	-
64	Volusia	4	WPGH-42-A	4089	R	158	24	-	-	-	-	-	158	-
64	Volusia	21	WPGS-251-A	4075	R	144	24	-	-	-	-	-	144	-
			TOTALS			16,613		1,944	184	7,983	145		4,128	2,229

LIST OF UNDERPASSES ON ROADS UNDER STATE MAINTENANCE AS OF DECEMBER 31, 1942

COUNTY NO.	COUNTY	ROAD NUMBER	PROJECT NUMBER		RURAL OR URBAN	RAILROAD	STRUCTURE TYPE	VERTICAL CLEARANCE	HORIZONTAL CLEARANCE
			OLD	NEW					
1	Alachua	2	FAP-37-B	3220	U	S. A. L.	Conc. & Steel	15	24
16	Duval	4	FAP-143-B	3018	U	Term.	Conc. & Steel	14	23' 8"
32	Jackson	1	FAGM-77	4062	U	A&St. A. B.	Conc.	14' 7"	48
32	Jackson	1	586	5199	U	L & N	Conc.	13	24
33	Jefferson	1	FAP-58	3203	R	A. C. L.	Conc.	13	24
37	Leon	10	728	5129	U	S. A. L.	Conc.	13	24
37	Leon	500	698	5141	U	S. A. L.	Conc.	14	24
42	Marion	2	553	5461	U	S. A. L.	Conc. & Steel	15	24
42	Marion	16	963	6025	R	A. C. L.	Timber & Steel	14	25
42	Marion	16	963	6025	R	S. A. L.	Conc.	12	24
42	Marion	500	756	5455	R	A. C. L.	Conc.	13	24
48	Orange	3	NRM-167-B	4008	U	A. C. L.	Conc. & Steel	14	34
53	Polk	17	675	5854	U	A. C. L.	Conc.	12' 10"	15
53	Polk	17	FAP-73-C	3256	U	A. C. L.	Conc.	14	24
53	Polk	17	FAGM-73-J	4061	U	A. C. L.	Conc.	14' 6"	40
53	Polk	79	1187	5929	U	A. C. L.	Tim. Steel & Conc.	10' 3"	32
54	Putnam	14	FAP-50-A	3306	U	A. C. L.	Conc. & Steel	15	20

STATE ROAD DEPARTMENT OF FLORIDA

SUMMARY OF FEDERAL AID APPROPRIATIONS

YEAR	ENTIRE UNITED STATES	T O T A L F O R F L O R I D A										TOTAL
		REGULAR FEDERAL AID	SECONDARY FEDERAL AID	FED. AID FOR GRADE CROSSINGS	FOREST FEDERAL AID	EMERGENCY OR AS INDICATED	1915-16 WORKS PROG. GR. CROSSING	DEFENSE HIGHWAY ACT OF 1961				
								STRATEGIC NETWORK	ADV. ENG'N. SURVEYS	FLIGHT STRIPS	ACCESS ROADS	
1917	\$ 5,000,000.00	\$ 55,976.27	-----	-----	-----	-----	-----	-----	-----	-----	\$ 55,976.27	
1918	10,000,000.00	111,952.54	-----	-----	-----	-----	-----	-----	-----	-----	111,952.54	
1919	65,000,000.00	744,521.08	-----	-----	-----	-----	-----	-----	-----	-----	744,521.08	
1920	95,000,000.00	1,090,214.67	-----	-----	-----	-----	-----	-----	-----	-----	1,090,214.67	
1921	100,000,000.00	1,147,447.92	-----	-----	-----	-----	-----	-----	-----	-----	1,147,447.92	
1922	77,500,000.00	886,825.69	-----	-----	\$ 4,648.00	-----	-----	-----	-----	-----	893,473.69	
1923	57,000,000.00	599,221.13	-----	-----	18,470.00	-----	-----	-----	-----	-----	617,691.13	
1924	68,500,000.00	771,395.18	-----	-----	9,105.00	-----	-----	-----	-----	-----	780,500.18	
1925	78,500,000.00	857,116.52	-----	-----	7,684.00	-----	-----	-----	-----	-----	864,800.52	
1926	79,500,000.00	892,878.00	-----	-----	9,854.00	-----	-----	-----	-----	-----	902,732.00	
1927	79,500,000.00	897,185.00	-----	-----	12,109.00	-----	-----	-----	-----	-----	909,294.00	
1928	79,500,000.00	899,451.00	-----	-----	12,082.00	-----	-----	-----	-----	-----	911,533.00	
1929	79,500,000.00	901,111.00	-----	-----	11,909.00	-----	-----	-----	-----	-----	913,020.00	
1930	79,500,000.00	902,235.00	-----	-----	11,416.00	-----	-----	-----	-----	-----	913,651.00	
1931	214,500,000.00	1,540,069.00	-----	-----	28,572.00	\$ 1,086,418.00	-----	-----	-----	-----	2,655,079.00	
1932	137,500,000.00	1,543,232.00	-----	-----	44,250.00	-----	-----	-----	-----	-----	1,587,482.00	
1933	259,500,000.00	1,437,372.40 ^a	-----	-----	57,740.00	1,624,752.00	-----	-----	-----	-----	3,114,864.40	
1934	415,000,000.00	-----	-----	-----	61,763.00	5,211,814.00 ^b	-----	-----	-----	-----	5,273,577.00	
1935	207,000,000.00	-----	-----	-----	12,975.00	2,661,341.00 ^b	-----	-----	-----	-----	2,674,316.00	
1936	532,000,000.00	1,655,723.00	-----	-----	11,176.00	2,597,144.00 ^c	\$2,827,881.00	-----	-----	-----	7,113,926.00	
1937	132,000,000.00	1,659,835.00	-----	-----	15,140.00	-----	-----	-----	-----	-----	1,674,975.00	
1938	214,000,000.00	1,704,765.00	\$ 140,953.00	\$ 712,816.00	26,707.11	-----	-----	-----	-----	-----	2,805,241.11	
1939	214,000,000.00	1,669,497.00	331,899.00	692,981.00	74,755.80	-----	-----	-----	-----	-----	2,771,132.80	
1940	145,000,000.00	1,342,535.00	201,025.00	279,870.00	18,425.50	-----	-----	-----	-----	-----	1,861,855.50	
1941	208,000,000.00	1,554,482.00	202,866.00	417,388.00	51,456.81	-----	\$ 357,856.00	\$143,143.00	-----	-----	2,729,091.81	
1942	107,500,000.00 ^d	1,425,748.00	249,506.00	299,547.00	-----	-----	2,080,000.00	-----	\$1,292,248.30	\$2,481,246.02	7,828,395.32	
1943	147,500,000.00	1,411,426.00	250,499.00	299,694.00	-----	-----	-----	-----	-----	2,148,112.00 ^e	4,129,731.00	
Totals	\$4,087,500,000.00	\$27,759,615.40	\$1,578,748.00	\$2,702,296.00	\$608,158.44 ^e	\$14,201,511.00	\$2,827,881.00	\$2,437,856.00	\$143,143.00	\$1,292,248.30	\$4,629,358.00	\$57,180,837.12

a--\$217,287.60 of this appropriation has been deducted as 1933 repayment of 1931-32 Emergency Appropriation.

b--National Recovery Appropriation.

c--Works Program Highway Appropriation.

d--This total contains \$15,000,000.00 appropriated under "Defense Highway Act of 1941".

e--This total contains \$160,000,000.00 appropriated under "Defense Highway Act of 1941".

f--\$17,196.62 of total for expenditure through State Road Department.

g--Totals represent amounts certified to January 1, 1943.